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BALTIMORE, NOVEMBER 5, 1908.

MANUFACTURERS' RECORD.

The MANUFACTURERS' RECORD has for many years carried on a bureau of information for Southern development which has involved the annual expenditure of many thousands of dollars in distributing every year several hundred thousand pamphlets, leaflets and other printed matter about the South. This office, which has been the center of such activity for nearly a quarter of a century, probably does nearly as much in this line as all the railroads in the South combined. Many pamphlets issued by us have been reprinted in French and German and distributed all over Europe.

In carrying on this work the MANUFACTURERS' RECORD has often invited and secured the co-operation of railroads, bankers and others interested in every phase of Southern upbuilding. This work is simply a part of what the MANUFACTURERS' RECORD has for so many years been enthusiastically doing for the South's upbuilding. It has resulted in the distribution in the aggregate of many millions of pieces of literature about the South. In this work, and because of the large interests that many of the most prominent men of the country have in vast railroad, mineral and agricultural developments in the South, they have joined in this campaign of spreading broadcast facts

about the South. They were anxious to upbuild the country in which they were investing so many millions, and so they joined in the work. We could spend ten times as much in such a campaign, and wish the people interested in the South would go in on a scale commensurate with the vastness of its opportunities, for the field for Southern upbuilding is limitless in its potentialities. That this has in any way whatever involved any obligation on the part of the MANUFACTURERS' RECORD to favor any policy of any subscriber or any advertiser or anybody else is absurd to every man who knows its work. The MANUFACTURERS' RECORD has its own convictions and dares to express them.

AN AGENT OF PROSPERITY.

A writer in the November issue of the *Review of Reviews*, discussing "The Railroad as an Advance Agent of Prosperity," gives some interesting facts regarding the work which some of the Western roads have done in the interest of the country tributary to their line. In discussing this point, and referring especially to the Chicago, Burlington & Quincy road, it is said:

In the adjustment of freight rates, the most difficult problem of railway finance, the Burlington management is governed by the established policy of basing the prosperity of the road on the prosperity of its clientele. The nice adjustment of rates to "what the traffic will bear" is undertaken not for the purpose of extracting the highest possible profit, but with a view to the ultimate capacity of each and every industry that contributes to the freight receipts of the system. To crush nascent prosperity by exorbitant charges would be to throttle the hen that is to lay the golden eggs of future dividends. In a statement submitted to the Senate Committee on Interstate Commerce in 1885 Charles E. Perkins, president of the road from 1881 to 1901, and the determining influence in its history, voiced this policy in his assertion that "the desire of the railroad to increase the volume of business and to promote the prosperity of the country upon which it depends for its support" is a sufficient guaranty of fair dealing with its constituency.

Not only is the railroad in its development work an advance agent of prosperity, but upon the prosperity of the railroad depends the prosperity of the people. This is especially true in undeveloped and partly developed countries, such as the South and West. More than three-quarters of a century ago the first locomotive ever built in this country for a Southern road, and by some claimed to be the first ever built in this country for any railroad, was for a South Carolina line. The wise people of that day, realizing what the development of railroads meant in human advancement, rightly named this locomotive "Best Friend." In the development of business and the creation of general prosperity affording employment to all classes, the railroad is still the best friend, and the most powerful friend known to the business interests of the world.

JOHN SKELTON WILLIAMS' SANE VIEWS.

What the President of the Georgia & Alabama Railroad Has to Say.
MR. R. H. EDMONDS,
Editor *Manufacturers' Record*,
Baltimore, Md.

RICHMOND, VA., November 4, 1908.

My Dear Sir.—I see from the newspapers that Mr. Hearst is endeavoring to place a damaging construction upon certain subscriptions which were made by the Standard Oil Co., for some thousands of copies of regular or special editions of the MANUFACTURERS' RECORD.

I have no personal knowledge of the operations of the Standard Oil Co., but I assume that some of the stories with which the press of the country has teemed regarding the inexcusable methods which it is alleged to have pursued in the past have been true or founded on fact. At the same time that corporation and the individuals connected with it have, in the same period, done much for the public good and have performed many acts entitling them to commendation. It is my personal opinion that in contributing substantially towards increasing the circulation of the MANUFACTURERS' RECORD it has contributed distinctly toward the upbuilding of a high class, incorruptible and non-partisan publication, whose aim and motive have always been the promotion and development of the material resources and educational facilities of our Southern States.

It seems to me to have been a natural and legitimate business proposition that the Standard Oil interests should have desired to spread broadcast the fullest possible information about the South, its resources and its advantages. As astute and far-sighted business men they have invested many millions of dollars in the Southern States, and it is distinctly to their interest that the advantages of this section should be proclaimed.

It is not a secret that Mr. Henry H. Rogers has thus far contributed more than \$31,000,000 to the creation and development of the Virginian Railway, from the coal fields of West Virginia to deep water at Norfolk. These are the figures which Mr. Rogers' son-in-law, Mr. Broughton, mentioned to me a few weeks ago on his recent visit to Richmond as representing approximately the extent of Mr. Rogers' personal investment in this enterprise to date.

This is probably a larger sum than any one individual has ever before invested in the construction of any new railroad in the history of this country. We cannot lose sight in this connection of the gigantic investments which Mr. Henry M. Flagler also has made from his own personal fortune in the construction of railroads, in the building of towns and the development of waste places in the State of Florida. These investments of Mr. Flagler probably amount to as much as \$25,000,000.

Those who have the privilege of a personal acquaintance with yourself and your associate editors know well that the columns of your publications could not be purchased by even the wealth of the Standard Oil Co. to advocate a principle or a policy which you believed to be contrary to your high conceptions of honor and the public good, and I repeat that, in my judgment, the Standard Oil Co., in patronizing as largely as they have done your publications, deserve praise more than censure. They had a legitimate motive for wanting to promulgate sound views regarding the prospects and advantages of this section.

I congratulate you that the standing of the MANUFACTURERS' RECORD in the business world is so high that the great capitalists of the country have given this practical recognition to your work and have joined you in your commendable campaign of attracting attention to the South.

I am not financially interested, directly or indirectly, in the MANUFACTURERS' RECORD, but we have thought proper from time to time to give you orders for large numbers of certain special issues of your publications containing reviews of Southern progress or other articles which we believed to be of particular interest, and to which we thought it to the general welfare, or of value to this section of the country, to give the largest possible distribution. I assume that in the special contributions referred to the Standard Oil Co. was actuated by a similar policy or like motives.

I fear that the letters which have been given to the press by Mr. Hearst may be misleading to some people who may not know you and the MANUFACTURERS' RECORD as I have known you for the past 20 years, and I am writing this letter, on my own motion, to assure you of my undiminished confidence in you and your associates, and to add at the same time my acknowledgment, which I have frequently made to you in times past, of the splendid work which has been accomplished by yourself and your associate editors on the MANUFACTURERS' RECORD in aiding in the building up and development of our Southern States, and to express the hope that you may share liberally in the prosperity which you have labored so successfully, with such tireless energy and ability, and with such conscientious zeal, to assist in bringing about.

Sincerely yours,

JOHN SKELTON WILLIAMS.

RAILROADS AND THE PEOPLE.

Cutting the grass in the pasture so short that the railroad cannot feed is the terse characterization by a Georgia manufacturer of the results of commission control of the Atlanta & West Point Railroad in that State. The commission recently made a trip of inspection over the road, and, according to the *Macon Telegraph*, if the wishes of most of the people met are carried out by the commission, the railroad will be allowed to increase its passenger fares from two cents to two cents and a half. The argument was advanced that while the cut in the rates may have been popular in some parts of the State, there are many persons along its route who strenuously object and believe that the road should be allowed to make a little money, and one man declared that he and other shippers were willing to take chances in getting a square deal from the officials of the railroad if the commission would allow the road to make a living. One report of the trip said:

The note of praise was taken up, and echoed all up and down the line. The public served by the railroad, with one voice, praised its efficiency, the completeness and thoroughness of its service, the excellence of rolling-stock, equipment and terminals and the uniform courtesy and attention of employees. The only complaint of any patron was that the commission had not allowed the road to charge more than two-cent-a-mile passenger fares.

At every stop there were delegations of prominent merchants, manufacturers and farmers to tell the members of the commission the attitude of the people toward the road and the attitude of the road toward the people, the thing most clearly manifested being the splendid spirit of co-operation disclosed.

This Georgia incident may be the beginning of a realization on the part of the public served by the railroads of the country of the practical bearing of judicial decisions applying to rate regulation in fundamental law. That law was designed to protect individuals in the possession of property, and its development should have made impossible a state of public mind that, in seeking to correct wrongs, could inflict greater wrongs. As indicated in the Georgia incident, a belief that railroads were in some way imposing upon the public has been embodied in lawmaking that has apparently worked to the injury of the public. This result is not unexpected. It was predicted by the *MANUFACTURERS' RECORD* when the misdirected agitation began. Its lesson will, we believe, not be lost upon the public, and from it ought to evolve a public opinion that will make impossible legislation affecting wide-reaching and beneficial interests except that based upon full knowledge of all the elements involved and full purpose to permit no sense of wrong to bring about miscarriage of justice.

The desired mutual understanding is likely to be furthered through the efforts of the recently-organized Railway Business Association, which, in the language of its president, Mr. George A. Post, in an address at Pittsburg last week, proposes to go to the American people and to discuss railway economics without rancor and without political purpose. Mr. Post said:

That the railroads have so many enemies is an astounding anomaly. If there ever was a business man who had the best possible natural advantages for making friends, it is the railroad official. Every time he does a stroke of work he is benefiting somebody. The average man is being continually brought under obligation to the railroad. Does it not bring him his food, his clothes, his shelter, his furniture and his fuel? Does it not spend \$1,250,000,000 a year, of which he gets a share? Does it not support 3,000,000 men, either directly or indirectly through concerns from which it buys goods;

men, who with their families, buy his groceries, dry goods or furniture, rent his house, buy his land or employ his services? If there is an institution in the world that butters more parsnips than the railroad, what is it?

Doesn't the railroad put the manufacturer and his employee, wherever they are located, in command of raw material and fuel, and in touch with the nation's and other nations' purchasers? Doesn't it haul the farmer's crops to market? When it plants ties, rails and telegraph poles and builds stations in the uninhabited prairies, what is the harvest? Is it not towns and cities springing up out of the earth, employing countless thousands and increasing land values beyond the dreams of avarice? Point out to me a man of any occupation, and I will tell you why the railroad ought to be able to get that man for its friend.

The railroads of the United States have not only enjoyed the opportunity which naturally inheres in the discharge of such a universal function, but, on the whole, they have done their work well. The complaint of inefficiency has figured very little in public clamor. I am not so abandoned in taste as to invite you on this otherwise happy and enjoyable occasion to gather with me around a table of statistics, but you will allow me to give you a brief resumé of how the railroads have done their work and what they have got for doing it. The cost of building a mile of railroad has risen in 20 years 22 per cent. What did the railroads charge the public for doing the work, and what profit did the proprietors take on their investment? The average rate of hauling a ton of freight one mile fell from 10.3 mills to 7.7 mills. As for profits, the dividends on stock and the interest on bonds in 1887 were 31 per cent. of the gross receipts, and in 1906 only 24 per cent.

The fact is that the railroads for many years have been putting enormous sums out of their earnings back into the property instead of distributing the money among the stockholders.

For what the railroads have done for the upbuilding of our country and for the prosperity of every individual in it, poems of praise should be chanted by the populace. Instead, they seem to be almost universally damned. That such a situation as now confronts us should exist is the colossal business blunder of the century. Why is it? Who is at fault? It is not for us to point the condemning finger at one or a few. It is apparent that almost everybody has blundered—railroad officials and patrons. It is useless to waste time in furious philippics against some foul deed done by some foul person in the past. Let us live in the present, and face the future full of righteous resolve for a betterment of conditions. Let us see to it that the future has for us no repetition of the blunders of the past. In Heaven's name, let us get right! Let us get out into the open, and let God's sunlight search the innermost recesses of every transaction fraught with so great importance to all of our people.

Mr. Post urged that his association recognizes that there are good, fair-minded, patriotic men in all parties, just as there are misguided men in all parties; that it wants all men of all political parties to deal fairly with the railway problems, and it wants railroad officials to keep their ears close to the ground to note the desire of the people, to meet them half-way and to manifest a disposition to strive to please. If such results can be brought about a revival of prosperity in the country will follow, with mechanics tending their lathes and drills, with trains of cars full size going somewhere loaded with something, with a real parade of the dinner-pail brigade by men with jobs, with stores crowded with people who have money in their pockets to buy things, and with building lots selling off and more homes being built.

Such is the vision of the president of the Railway Business Association. Let the day of its fulfillment be hastened.

VEERING.

After an inspection trip of two weeks over the lines of his system, President W. W. Finley of the Southern Railway Co. is of the opinion that while some lines of business have not yet shown as much improvement as might be desired, con-

ditions generally are decidedly better than at any time since the beginning of the business depression a year ago, and there is reason to expect a gradual return to a higher level of prosperity. Speaking last week, President Finley noted that an increasing number of inquiries for iron warranted an expectation that orders will soon be placed for the coming year; that there is more activity in lumber, which will be augmented by increased requirements from railways, principally for car repairs; that the movement of steam coal to industrial centers was expanding; that cotton is moving to market in greater volume than at this time last year, with a good demand for cottonseed products; that there are indications of a gradual improvement in the domestic market for cotton goods, with a fairly good export demand, and that merchandise stocks, which have been permitted to run low during the business depression, are being conservatively replenished. These are all indications of a betterment of the general situation, and the close of the political campaign should have an influence toward strengthening the situation materially.

THE DENATURED DENATURED ALCOHOL BILL.

Some little uncertainty which may be removed appears in the following from *Power and the Engineer*:

When Congress removed the internal revenue tax from denatured alcohol it was predicted that it would soon become apparent that by this one act Congress had done much for the people as a whole, and that the beneficial effects would begin to be felt at once. Notwithstanding, however, that denatured alcohol has been unburdened by an internal revenue tax for nearly two years, there does not seem to have been any particular increase in its consumption commercially, and the demand for internal-combustion engines using denatured alcohol for fuel has not stimulated their manufacture to any noticeable extent, although columns of editorial space have been devoted to this feature of the case.

When Congress removed the tax on denatured alcohol the country was in an unusually prosperous condition. Business was good, and there were plenty of optimists who would not hesitate to declare that almost anything would be a success, which may account for the enthusiasm displayed in welcoming this new fuel; while the alarmists, who bemoaned the prediction that within a few years the coal supply would become exhausted, found consolation in the promised advent of this substitute that could be obtained from potatoes, corn, sawdust and old boots. But where is it? Is it lost, strayed or stolen?

If the claims for denatured alcohol can be sustained, there should be nothing to prevent its free use for power purposes in internal-combustion engines. It is said that a gallon used in this type of engine will do the same amount of work as a like amount of gasoline, but the cost is slightly greater. The retarding influence to the more extensive use of alcohol for power purposes, therefore, seems to be the failure thus far to produce it at a less cost than its rival, gasoline. The argument that the lack of suitable engines is at all responsible for the non-use of alcohol is not tenable; when there is a demand for alcohol engines, that demand will be met.

The correct and historic phrasing of the first sentence in this quotation should be that when the movement was under way for the removal by Congress of the internal revenue tax from denatured alcohol it was believed by the great body of honest supporters of the movement that this one act of Congress would do much for the people as a whole, and that the beneficial effects would begin to be felt at once. Neither happened. In the closing days of Congress, when it was difficult for the people to follow matters of final legislation, the free denatured alcohol bill was so adroitly flimflammed through the

Senate that the act as passed, together with the regulations under it made by the internal revenue office, caused the movement to become absolutely denatured and its purpose was completely defeated. The powers of the general Government were perverted, under a pretense of benefiting the whole people into making it impossible for the cheap fuel to be manufactured under the provisions of the act. That is why the more extensive use of alcohol for power purposes has been retarded.

STEELMAKING ON THE SEABOARD.

More than a year ago the *MANUFACTURERS' RECORD* published several comprehensive articles by Professor Porter of the University of Cincinnati on the future of the iron and steel industry in this country, in which Professor Porter took the ground that we would have three great centers of iron and steel-making in the future—one the Lake region, one Alabama and the other the Atlantic seaboard, somewhere in the region of the Chesapeake bay, where the coke of Virginia and West Virginia could meet foreign ores. In a recent address made by Mr. Charles M. Schwab of the Bethlehem Steel Corporation at Wilmington, Del., Mr. Schwab said:

I am going to tell you something that will surprise you in reference to your own city. The East is going to rise in its position in the manufacture of steel as compared with the West. What I am going to say is that the material from which to make a ton of pig-iron can be assembled in your city cheaper than it can be assembled in Pittsburg. Now, I do not make that as an idle assertion, but one which can be proven to you. The great ore fields of our neighboring island, Cuba, which has recently developed such tremendous quantities of ore, is going to place the East in a position where they can deliver a ton of iron ore here for less than \$1. As a matter of fact, today it is being delivered for considerable more than \$1. Now, the ore from the island is so rich that it takes less than two tons to make one ton of pig-iron. Now, let us look to Pittsburg. It takes a little more than two tons of ore to produce a ton of pig-iron, and the cost of the ore, together with the cost of bringing it to Pittsburg, makes their cost a little more than \$5 for each ton of pig-iron, while yours is \$1.50.

As the United States Steel Corporation is building at Gary, Ind., a plant to cost \$75,000,000, to which the ore will have to be hauled 750 miles and the coke about 450 miles, it can readily be seen that the predictions of Professor Porter and of Mr. Schwab are likely to be fulfilled. Virginia and West Virginia coke could be delivered at points on the Chesapeake bay or in the vicinity at a shorter haul than the coke that is carried to the steel works of the West, and with the vast supplies of ore in Cuba discovered within the last few years an abundant supply of cheap ore is available for utilization at such seaboard plants. The present depression in iron and steel must inevitably in the near future pass away, and this industry once more regain its average rate of development. This will mean a vast increase in the production and consumption of iron and steel not only in this country, but throughout the world.

Bearing in mind what Mr. Schwab says as to the advantages of Wilmington for steelmaking, is it not worth while for cities on the Chesapeake bay, even more advantageously located, to be looking to this opportunity?

FOR CHICAGO.

Mr. W. H. Manss, industrial commissioner of the Chicago Association of Commerce, writes to the *MANUFACTURERS' RECORD*:

In behalf of the Civic-Industrial division

of the Chicago Association of Commerce I want to thank you for sending to Chicago Mr. Albert Phenix and for the excellent article published in the MANUFACTURERS' RECORD. Such articles will do much good not only to Chicago, but to the South as well. Mr. Phenix has been exceedingly fair and impartial in his treatment of the subject. He has gone beneath the surface and gives the cause for the present conditions existing in Chicago. I want to commend him for his grasp of the situation and for the scope of his work and his ability to express tersely and clearly not only his observation, but conditions in their relationships. In my judgment this is one of the best and fairest articles on Chicago that has been published in recent years. To me personally it was a great pleasure to meet and to know Mr. Phenix, and I hope that his work for the MANUFACTURERS' RECORD will give you as much service and enjoyment as it has for the city of Chicago and the Chicago Association of Commerce.

THE ELECTION RESULT.

Thirteen years ago, according to a story as told a few days ago to the writer by one of the participants, there were gathered one evening in a winter-resort hotel on the Gulf of Mexico a number of prominent public and business men, including Senator Vest, Jerome Hill, a leading cotton factor of Memphis, a Judge of the Supreme Court of Ohio and several others. Each man in the party was asked to give his impression of the greatest man he had ever known personally. One after another told the story of his estimate of the greatest man that he had met, until finally all had spoken except the Judge. When his turn came he said: "I have listened with much interest to what you have all said about great men of your acquaintance. I think I know a greater than any you have mentioned. The man I have in view is the wisest and fairest counsellor who has ever practiced in my court. He is the safest friend as an advisor I have ever known. He is the best son and the best husband of my acquaintance and the purest-minded man I have ever known."

"Who is this remarkable man?" said one of the party. "He is," said the Judge, "William H. Taft of Ohio, and some day, if his life is spared, he will be the President of the United States."

This conversation took place, as stated by Mr. Jerome Hill, one of the participants, to the MANUFACTURERS' RECORD a few days ago, at Bay St. Louis just 13 years ago. The prediction has been fulfilled, and William H. Taft has been elected President of the United States. The consensus of the opinion of the people of this country is that he measures up to that remarkable eulogy of the Ohio Judge in whose court Mr. Taft had long practiced, and whose friendship the Judge had long enjoyed. The MANUFACTURERS' RECORD believes that the people of this country, North, South, East and West alike, are to be congratulated that so safe and sane a counsellor, so true a friend, so high a type of citizen in private life, is to be the President of this great nation. Throughout the business circles of the country there will be felt the thrill of renewed life and activity; and activity in business means prosperity for the people. We believe that the United States has now entered upon a new period of broader commercial progress, of greater industrial activity, of greater railroad expansion, than it has ever known in the past. While telegrams of congratulation are pouring in upon Judge Taft, the MANUFACTURERS' RECORD would extend its congratulations to the country. It believes that his election means a safe and sound administration in which

laws will be enforced with vigor but with a judicial spirit, and that under this condition the capitalists and the business men of the land will feel safe in putting their money to work, and when money works the laborer works.

A GREAT CONTRACT AWARDED.

A \$5,000,000 contract awarded was the principal feature of news in New York city on Monday, the eve of the election. This was given by the Pennsylvania Railroad Co. to the Westinghouse Electric & Manufacturing Co., and in circles where the news became known it overshadowed, at least for the time being, interest in the great political contest of the next day. The work to be done includes electrifying the New York terminals of the Pennsylvania Railroad, beginning at Harrison, N. J., and running thence through the tunnels under the Hudson river, under New York city, and under the East River to Jamaica, L. I.; the building of immense power plants to produce 250,000 horse-power, and the construction of 100 electric locomotives of 4000 horse-power each, having seven-foot driving wheels and capable of making 120 miles per hour, the largest electric engines ever built. Mr. George Westinghouse, head of the contracting company, is quoted as saying that the work is to be completed in 20 months, and it is probable that an overhead system of conveying the electricity to the locomotives will be used, the Westinghouse engineers being now engaged on closing experiments with that end in view. At least 1000 more men will be employed by the company to carry out the contract. It also appears that the contract is of an elastic nature, and if the railroad company wishes to spend more money for a further extension of electric equipment, that can be done under the same agreement.

The letting of this immense work is the most gratifying evidence of confidence in the revival of commerce and industry which has developed since the panic of last year. It shows a faith, resting on firm foundation, in the future growth and development of the country which must encourage and stimulate to practical effort others who have been halting or hesitating in their enterprises. There have been many evidences, it is true, of a turn of the tide for the better during the last month or two, but nothing of anything like so pronounced a character as this, which will doubtless have a widespread influence in accelerating the recovery of business from the depression, and will be a great stimulus to the progress of electricity for railroad purposes. Although it has been known for a long time that electric locomotives would be used at the New York terminals of the Pennsylvania Railroad, the magnitude of this feature of the undertaking did not become fully apparent until announcement was made of the size of this contract. It is therefore all the more impressive.

The Florida Retail Hardware Association has been organized with Messrs. M. E. Grouber of West Palm Beach, president; B. F. Watts of Leesburg, vice-president; D. L. Thomas of Tampa, treasurer, and C. F. Smedley of Jacksonville, R. E. McNeill of Live Oak and M. B. Bates, Jr., of Quincy, executive committee.

Mr. Lewis Doster of Nashville, Tenn., secretary of the Hardwood Manufacturers' Association, announces that the next annual meeting of the association will be at Louisville January 19-20.

ECONOMIC EFFECTS OF INCREASED GOLD OUTPUT.

[Written for the Manufacturers' Record.]

For several years the MANUFACTURERS' RECORD has repeatedly pressed upon its readers the importance of giving heed to the wonderful increase in the world's gold production and to the inevitable effect of this upon all business conditions. In the early part of 1905 attention was called to "The coming deluge of gold," and to the certainty that this would result in a continued higher range of prices and an advance in wages. In March, 1907, referring to previous editorials, we said:

"What the MANUFACTURERS' RECORD then foresaw is now to some degree being appreciated by the country at large through the remarkable advance in wages which is steadily taking place. Over and over the MANUFACTURERS' RECORD in discussing this subject pointed out that during this changing period in the world's affairs there would be great unrest among the laboring people, who, forced by the increasing cost of living, would demand and gradually secure a very much higher range of wages. * * * No one need imagine that we have seen the limit of the higher cost of materials of all kinds, of wages and of living. It required no special ability to point out more than a year ago that these conditions would result in a decline in the value of fixed income properties, such as bonds. * * * The fundamental reason for this change is found, as stated above, in the marvelous increase in the world's gold output. So great is this increase that it upsets all calculations based on previous business conditions, and the experience of the past is not altogether a safe light by which to guide our footsteps in the future."

Attention is called to these statements, which are in line with many others published by us during the last three or four years, by reason of the recent issuing of a pamphlet by Thomas Gibson, Corn Exchange Bank Building, New York, entitled "The Increasing Gold Supply and Its Effect on Security Values, Interest Rates, Commodity Prices, etc." No one who seeks to keep informed as to the movement of the currents of the world's trade, the influences which make for prosperity or poverty of the individual or the country, can afford to miss reading this pamphlet. It is an illuminating discussion of a subject upon which the MANUFACTURERS' RECORD has sought to keep its readers posted. Discussing some of the influences which are now at work by reason of the world's enormous gold output, Mr. Byron W. Holt in one of the chapters of this pamphlet reviews the situation, and from this we take the following extracts, not in consecutive order:

"To those who do not see or do not understand the new and great fundamental cause that is silently but surely and rapidly changing the ownership of wealth and overturning the conclusions of the past experience of wealth-getters, success or failure appears to be uncertain and a matter of blind chance. To some extent this may be true. Some investors and speculators may happen, ignorantly, to buy and hold the same classes of securities that they would buy and hold if they were acting intelligently, but this is unlikely."

"It is probable that during the next two years prices will advance much faster than the gold supply will increase. Possibly, and even probably, the rise in prices during the next five years will fully keep pace with the rise in the quantity of gold. If, then, as now seems probable, the world's visible supply of gold increases 25 per cent. by 1913, it is more than likely that the price level will then be fully 25 per cent. higher than it now is. By 1918

we may confidently expect to see prices 50 per cent. higher than they now are."

"Human nature remaining unchanged, rapidly rising prices will always mean extravagance, recklessness, overspeculation, inflation, collapse, remorse. Periods of great industrial activity and of stagnation and depression will follow each other in rapid succession. The masses of the people will become discontented and rebellious."

"It is doubtful if our municipal and State bonds will sell higher at any time than they are now selling. A 4 per cent. basis will probably be about the minimum for the next few years. Within two years we are likely again to be on a 4½ per cent. basis for cities and a 5 to 6 per cent. basis for the best railroad bonds. This means that our municipalities, railroads and other corporations will soon have to pay higher rates for loans. This, in turn, means higher fixed charges and increased expenditures."

"Rising prices and high interest rates mean high cost of operation and production on railroads and other public-service corporations, and in mills and in mines. By increasing the cost of living they necessitate high wages, and thus again necessitate increased cost of production. As wages rise more slowly than prices and the cost of living, labor becomes dissatisfied, inefficient, and often turbulent, during periods of rising prices. This fact increases the burdens and troubles of corporation officials and other producers and employers."

In line with this view is the statement made by the MANUFACTURERS' RECORD in February, 1907, in which we said:

"We have been entering upon a new period in the world's economic conditions, and most of our financiers and railroad people have not yet realized that it is more than a passing matter of a year or two. They have been looking for an advance in the value of bonds and a lowering of the rate of interest. Repeatedly during the last year or two the MANUFACTURERS' RECORD has pointed out that the opposite conditions, just as we now see, were inevitable."

In that issue, as in preceding issues, employers of labor were urged to recognize the justice of the demand for higher wages and "voluntarily initiate a general advance in wages and salaries commensurate with the increased cost of living."

Mr. Holt, in discussing the influence of these conditions upon business interests, points out that while some industries will be free to recoup losses from increasing cost of operation by an advance in the prices of their products, others will not be so fortunate, and adds:

"Railroads cannot, as a rule, increase rates except with the consent of commissions or legislative bodies. This practically means that they cannot recoup their losses from increasing cost of operation until their situation becomes desperate. They suffered much from this disability in 1906 and 1907. They are likely to suffer far more in the next five years. * * * Street railways will fare even worse than will the steam roads by gold depreciation."

In closing his chapter on the subject Mr. Holt adds:

"I will not attempt to discuss here the effects of gold depreciation upon debtors and creditors and upon the distribution of wealth. Generally speaking, debtors are benefited and creditors injured by a depreciating standard of value. Wealth is distributed quite differently from what it would be under a stable standard of value. This different and unjust distribution

causes great dissatisfaction and unrest, which shows itself in politics, religion and industry. The indirect effects of this discontent upon security values is likely to be very great in the next five years."

These extracts, which we have given thus freely, indicate something of the line of treatment which Mr. Holt has given to this important subject.

In the same pamphlet Mr. W. G. Nicholas discusses the subject under the heading of "Gold Depreciation Means Rising Commodity Prices." In this he says:

"The conclusion is forced on us that the world is in an era of extraordinary gold inflation, or if that phrase jars, employ the softer word expansion. The net result is depreciation in the value of the dollar, of which measure and reflection is found in higher average prices—not necessarily values, but prices. With gold production going on at the present rate and no indications of a let-down, who can judge with certainty when the rise in prices will stop or the buying value of the dollar find bottom? The one certainty we all see and realize is that the tide is still rising. It does not rise noisily or stormily, and the people are not hourly thrown into convulsions by the spectacle, yet the tide ceaselessly creeps up, up, up. The level of the golden flood ever reaches higher, without rest or wait. The movement is silent, almost stealthy, yet resistless as death. And every new high record in the volume of gold money makes for higher average prices in the markets of the whole civilized world. That has been the visible effect of the gold inflation force for the last 10 years, and if there is any change in the tendency or current it is not yet perceptible."

"The railroads stand out as practically the only exception to the upward swing of prices due primarily and chiefly to the gold inflation—not railroad stocks, but the only commodity the railroads have to sell, namely, transportation. That single line of merchandise, the sole product of the greatest of American industries, remains practically where it was 10 years ago. The railroads have not participated appreciably in the almost universal price uplift. Transportation as a merchantable commodity is sold at about former quotations. It is entitled to its day in court. It is entirely out of harmony with the rest of the situation."

Another writer in the same pamphlet, quoting from a previous article written by Mr. Holt, calls attention to a comparison made by the latter of the prices of British investment bonds, and on this point Mr. Holt says:

"Thus these 13 British bonds, supposedly the safest and least speculative of all securities, have declined an average of over 28 points in 10 years. Considering incomes and present prices, the unfortunate investors in these bonds have not only received less than 1 per cent. on their investments during the last 10 years, but should they sell their bonds they would find that the proceeds have lost 30 per cent. of the purchasing power of a similar amount 10 years ago. Altogether, they have suffered a net loss over incomes of more than 20 per cent. or over 2 per cent. a year."

"We may, therefore, summarize the situation thus: Increasing production of gold brings about increasing cost of operation. So long as cost of operation is advanced, with no corresponding advance in selling prices of transportation, the ratio of profits will gradually decrease until a vanishing point is reached. In the last analysis a probably tardy and reluctant recognition of the true status of the case warrants the belief that for the near future the railroads have a hard time ahead of them, and that so far as this single im-

portant influence is concerned, it is decidedly a bearish factor."

On the other hand, the effect upon stocks of industrial corporations is different, and on this point it is said:

"Rising prices of commodities do not interfere with the earning power of corporations which produce and sell commodities the prices of which are not limited by law; in fact, these corporations are in many cases gainers by this influence, which tends to advance prices not only of what they buy, but of what they sell."

On the question of the value of agricultural products this writer takes the following position:

"If the contentions already made are accepted, it is apparent that all such commodities will gradually seek a higher level. A brief examination of statistics will show that this readjustment has been going on for years. The gradually ascending pivotal point, or average price, is particularly marked in the cheaper cereals—corn and oats—and also in cotton. This is probably due to the fact that wages have not advanced as rapidly as have prices of living. It is found that in periods of hard times consumption of cheaper foodstuffs and textile fabrics is increased, while the consumption of higher-priced commodities and luxuries are curtailed. The wage-earner, therefore, has been in reality living in a regime of hard times, although this fact is easily submerged by steadier employment, by a fictitious appearance of general prosperity and the ability to spend a larger number of dollars without realizing fully the loss of purchasing power in the dollars."

These are but a few extracts, picked here and there at random, from this exceedingly interesting and important pamphlet. As the MANUFACTURERS' RECORD warned its readers in 1905 of the unrest which would exist in labor circles, of the decline in bonds and properties having a fixed income, of the certainty of a higher rate of interest which railroads and other borrowers must pay, as it warned its readers over and over again that the higher cost of living would go on regardless of trusts or tariffs, and that this advance was taking place throughout the world, in free trade as well as in protection countries, it calls attention to the facts presented in this pamphlet as a striking confirmation of the position which it has long held.

From Mine to Market.

Many of the large industrial plants of the country are conducted on such a broad scale that an adequate conception of the extent of their operations can only be had by a personal inspection. This is a privilege, however, that can be enjoyed by only a comparative few of the great consuming body, so the plant has been brought to the consumer, as it were, by means of illustrative and descriptive books. A case in point is that of the La Belle Iron Works of Steubenville, Ohio, which has prepared a book describing its operations from the ore mines to the market, its main object being to convey to the trade at least an idea of the magnitude of its different mines and manufacturing plants and the hope of imparting to the reader some useful information on the subject of steel not before incorporated in a work of this character.

The book is at once concise and comprehensive, interesting and instructive. The reading matter has been handled in a non-technical style, and can be read with increasing interest by the average person unfamiliar with the manufacture of steel products. It will give him a clearer insight into this great industry, this being made the more comprehensive by a series of photographic reproductions of the vari-

ous stages passed through in going from the mine to the market.

While the La Belle Iron Works was established in 1852, the present plant at Steubenville, covering an area of approximately 125 acres, has been entirely rebuilt during the past five years, and is still being enlarged and improved, so that the plant is today one of the most modern in existence, and is equipped with every device that conduces to the economical manufacture of basic-steel products from ore to the finished article. The company owns and operates its ore mines, coal mines, coke plants, limestone deposits, blast furnaces, steel plant, as well as finishing departments, consisting of universal and sheared plate mills, sheet mills, pipe mills, corrugating and galvanizing departments, nail factory and auxiliary departments, such as foundry, machine shop, etc.

Independence of outside influences or control has been and is a fundamental principle of the La Belle Iron Works. To be self-contained, to control absolutely all the conditions and processes governing the quantity and quality of product from mine to market is now most necessary. To control the supply of raw material is to insure the uninterrupted production of a predetermined quantity of finished product, and what is of more importance, its unvarying quality, which in the making of steel is the great essential.

For the Waterways.

Mr. F. Codman Ford, building specialties, New Orleans, La., writes to the MANUFACTURERS' RECORD:

"In your issue of October 15 we notice with intense pleasure the interest you are taking in the great Valley waterways. The enthusiasm of your correspondent describing Chicago as the great center of the Northwestern granary, as well as of the metallurgical wealth, and the coming queen of the great lakes, has, like an electric wave, touched the industrial and commercial nerves of the progressive South to an early awakening.

"We congratulate you upon sending such a man as this correspondent to our city. He has observed, he knows. He has been taught the humming activity of Chicago; let his lines inoculate its vim to the Southern thrift; let him also investigate and lay bare our conditions, show them to the world and expose the contrast between our possibilities and the achievements of our big sister city of the great lakes.

"I hope your endeavor to bring about a great publicity for the inland waterways will meet with success, and not only will it link the great city of the lakes to the Queen City of the Gulf, but also it will create better feelings and regenerate commerce and industry which were at a state of lethargy in the South since the great war."

Houston Votes \$700,000 of Bonds.

That there is no lessening of activities in municipal improvements by Southern cities is seen in the announcement that at last week's election in Houston, Texas, the proposed \$700,000 bond issue was voted. This amount will be expended as follows: Sanitary sewers, \$225,000; storm sewers, \$225,000; water-works extensions, \$100,000; wharves and slips on Buffalo bayou, \$150,000. Arrangements will be made at once for selling the bonds; after that is accomplished attention will be given to plans, specifications and awarding of contracts for the contemplated betterments.

Atlanta Building Sidewalks.

Municipal improvements have been undertaken in many cities of the South, both large and small, during the year, as detailed from time to time in the MANUFACTURERS' RECORD. Among the Georgia

cities prominent in the improvement of streets and sidewalks is Atlanta, whose commissioner of public works announces that so far this year \$165,000 has been expended for the construction of sidewalks alone. About nine miles of streets were also constructed, eight of chert and one of wooden blocks, at a cost of \$100,000.

FOR FURNITURE FACTORIES.

To Check the Movement of Southern Timber to the North.

Mr. B. E. Rice of the industrial department of the Virginian Railway, writes to the MANUFACTURERS' RECORD:

"In the last issue of the MANUFACTURERS' RECORD I read with interest the statements of Mr. M. V. Richards, land and industrial agent of the Southern Railway, concerning the timber resources of the South. The facts as cited by Mr. Richards, while true to the letter, are still not strong enough to impress the great truth to the average reader.

"The Virginian Railway, which is just opening up its new line across Southern Virginia from 'mountain to ocean,' traverses to a considerable extent a type of country described by Mr. Richards—the former great plantations which have largely been uncultivated for nearly 50 years. This statement is largely true of many portions of the broad Southland.

"In connection with a recent inspection trip made by the writer as agent of the industrial department of the Virginian Railway, the strongest impression made was the fact of the great acreage that has been standing for 50 or more years waiting for the law of supply and demand to levy upon its resources. That time is now at hand.

"In one county in particular we found over 800,000,000 feet of standing timber, expert estimates by timber companies. What does this mean when placed in comprehensive form? Were it to be moved in one day it would require 62,500 cars to haul it. This timber represents young growths of pine, oak, hickory, poplar and dogwood. The forests are all healthy, and will waste but little in the operating.

"The movement of the products of these forests is to the North, Pittsburg being one of the main centers, with Buffalo a close second. New England cities make their levy on the hardwoods for shuttle, spool and other needs of the loom.

"The large manufacturing plants of all-wood products, which are each year having increased difficulty in finding their raw material, should turn to the South for new locations. Here we have the coal in abundance, also the ores and granites, which, added to the immense output of the forests, are now made directly available by the opening of new rail lines into these new-old counties, with a choice of transportation either to the seacoast or to the middle West and North.

"The great North has had its day. It has packed its population and depleted its resources. The South has stood still, but now it is on the morn of a great movement which will pass its products North in exchange for a goodly portion of a population that is moving Southward."

Seventeen Miles of Paving.

The City Council of Oklahoma City has adopted resolutions, plans and specifications for paving about 17 miles of streets at a cost of about \$550,000. This work will involve the awarding of large and important contracts. Another Oklahoma city which will undertake extensive paving improvements is El Reno, where the municipal authorities have arranged for an expenditure of \$400,000 for paving 19 blocks of streets, involving about 145,000 square yards.

PRACTICAL RESULTS FROM GOOD ROADS.*

By JOSEPH HYDE PRATT, State Geologist of North Carolina.

The good-roads proposition has been agitated long enough to enable our people to determine whether or not they want them. That this is a public question and a permanent one is evidenced by the fact that our newspapers are taking a lively interest in the subject and are devoting more and more space to the discussion of good-roads problems and advocating their construction. Newspaper editors are constantly feeling the pulse of the people, and are usually the first to detect a popular sympathy for any movement, and they have noticed and are giving heed to the general approval that exists regarding good roads. The good-roads movement has partly depended for its growth upon the publicity afforded by an intelligent press, and owes a great deal of its success to it.

We still look to the press for its assistance in the further advancement of this great movement, and I am confident that we will not be disappointed in it.

In North Carolina the good-road movement has spread to such an extent that now the question is not "Do we want good roads?" but "How can we get good roads?" and "Will the benefits derived be greater than their cost?" Of the 98 counties in the State, containing approximately 50,000 miles of public roads, a very large majority have given evidence of their interest in good roads by having bills relating to roads introduced at some session of the Legislature. This does not mean that they are all constructing macadam roads or even good roads, but that they have begun to realize the need of good roads and are making an attempt to remedy the evil of poor roads.

Reviewing briefly the practical results to be derived by a community from the construction of good roads, I would state them something as follows:

1. The farmer, fruit-grower and others will be able to economize time and force in transportation between country and market. The distance a farmer lives from market is not a question of miles, but of the roads he must travel over to reach there. How many hours and how many horses does it require to haul a load to market? When thus measured, 10 miles of good, smooth highway are not as long as a few miles of mud and stone.

Let us illustrate this further. Two men were recently discussing the respective merits of their farms. One said, "I am only three miles from the market, while you are five;" "yes," said the other, "but my five miles is a hard graded road over which my two horses can easily haul two tons, while your road is hilly and rough, and you would not think of putting more than a ton on your wagon." Farmers are realizing more and more that the distance they are from market is properly measured in time, and not in miles. The cost of getting a product to market is borne by the producer. A bushel of corn has different values in different parts of the country, and this value is the value in the ultimate market, less the carrying charge.

It will be easily seen, then, that any reduction in the cost of marketing a product is to the advantage of the nation, for if the producer does not make the difference the consumer will. It should not be difficult to convince the city man that he is directly interested in the construction and maintenance of good roads in the country. If he can be convinced of this fact he will be willing to be taxed that road building may be carried on in every part of the country of which he is a resident.

*Paper prepared for Good Roads Congress, held at Greensboro, October, 1908.

2. Farmers will be able to take advantage

of market fluctuations in buying and selling, and to take advantage of any demand that may arise for any of their products. An up-country town needed fruits and vegetables to supply its market, which was bare, and such stuff was selling at a high price. Farmers living within only a few miles of this town had apples, potatoes, cabbage, etc., which were spoiling on their hands, and they were greatly in need of all the money they could get for these products. And yet it was just about as hard for the farmers to carry their goods to market over the boggy clay hills as it would have been if there had been a very wide river with nothing but a little birch bark canoe to cross in. Who suffers in this case? The consumer suffers just as badly as the farmer. Both have to pay the penalty for the bad roads. This is not the only instance in which both lose; it is so nearly every year.

A few years ago a cotton-grower held his cotton for a predicted advance in price. He was justified in doing this, as cotton went to 12 cents, but the cotton-grower was unable to take advantage of this good price, as he was unable to haul his cotton to market on account of the muddy condition of the roads, and he was not five miles from town. What he lost would have been sufficient to have paid not only his road tax, but all his taxes for many years.

3. The wear and tear on horses, harness and vehicles will be reduced. Anyone who has not estimated the cost to our farmers in the repairs to harness and vehicles due to heavy, rough and muddy roads will be surprised at the enormous sum to which this amounts. With good graded roads there is no overstraining of horses, and there is a minimum amount of wear and tear to harness and wagon. How easily the saving alone would take care of the construction of the good roads.

4. There will be better educational facilities in the rural districts, for it will not be necessary to have as many school districts and so many divisions of the school funds. The districts can be consolidated, thus permitting larger and better schools, insuring better teaching and more enthusiasm on the part of both pupil and teacher.

This advantage that the people of a county will derive from good roads cannot be too strongly emphasized. Every fair-minded man desires to give to his children and the children of his neighbors better advantages than he himself enjoyed. And wherever good roads make it possible, it is now entirely feasible to substitute for a little schoolhouse of one room and one teacher a consolidated or graded school with half a dozen rooms and half a dozen teachers. The schoolhouse of one room and one teacher was good, but the graded school of half dozen rooms and half dozen teachers is vastly superior, and we want to secure that for the children in all our counties.

It doesn't cost as much to build a schoolhouse of half a dozen rooms as it does to build six schoolhouses of one room. Six teachers working together can do vastly better work for the children than one single teacher who has to teach children of all ages from the cradle to the voting age. The salaries of the teachers in the graded school of half a dozen rooms are but little higher than they are in the single schoolhouses with a single room. Instead of having 20, 30 or 40 children of different ages in one school, so that the community spirit is an impossibility among them because of the diversity of age, because of the difference in attainments, hundreds of

children can gather into this graded school, where class spirit and community spirit will thrive and good teaching abound.

In the larger school there will be the library, and many of the people of our rural districts who are longing for good literature will be able to attain it.

The consolidated or graded school is dependent upon good roads. Education and good roads are two propositions that mark our advance in civilization, and one begets the other. Educate the people and they will build good roads. Build good roads and the people will educate themselves.

5. Rural free delivery will be extended as good roads are constructed, and it is practically dependent upon good roads, for with the construction of good roads there will be an increase in population and of the earning capacity of the adjacent farms, which will mean a greater amount of mail matter to be delivered. This is emphasized in a report of former Postmaster-General Cortelyou, who said: "The requirement precedent to the establishment of rural delivery is to be a possible patronage of 100 families on a standard route of 24 miles; that the road be kept in good condition, unobstructed by gates, and with all streams fordable at all seasons of the year."

The status of the American farmer is indicated by the farm journals, daily and high-class magazines and books he reads; by the boys and girls he sends to high school and college. The population and patronage of farmers' institutes, correspondence courses in agriculture, experiment station work, etc., are significant. The farmer, in order to obtain these publications regularly and promptly, is strongly advocating rural free delivery of mails.

Specific instances have been brought to the attention of the rural free delivery service at Washington, where the prompt delivery of live-stock quotations, indicating a temporary glut in the market to farmers intending to ship to the stock yards, by enabling them to hold back their shipments till the markets resumed their normal conditions, has saved the individual cattle-raiser more than the total cost of one year's rural delivery over the routes on which they lived.

Without good roads there can never be a satisfactory rural free delivery.

6. The market value of the real-estate situation on or near the macadam road will be enhanced in value, and in many instances properties which could not be sold, even at a low figure, have found a market when they have been connected with the neighboring town or city by a macadam road.

Good roads will add more to the value of farm property than all other public improvements put together.

The improvement in prices at which lands are selling along macadam roads, wherever they have been built, is from 3 to 10 times their former value. If this is so, or if we are sure property will even double in value, should we not improve our principal highways at the earliest possible day?

The State is interested in increasing the earning capacity of our farm lands, as it means greater revenue to the State. Railroads are also interested in the construction of good roads in our agricultural districts, because they increase the facility by which the farmer can keep in touch with the rest of the world commercially. As a result the railroads are fostering the good-roads movement by free transportation of good-roads trains and equipment, and by sending some of their prominent men to make addresses at good-roads congresses and conventions.

7. Tourists, capitalists, investors and

others visiting any section of the State will be much more favorably impressed with the financial possibilities of any manufacturing enterprise or the commercial value of any farm or timber land by driving to them over good roads. If these same places have to be visited over poor roads they will lose more than half of their value in the sight of the prospective investor, as his thoughts have been so entirely taken up with the bad road over which he has been compelled to travel.

North Carolina has been most fortunately and richly supplied with those natural attractions that are demanded by tourists, but we lack the one great necessity that will make these natural attractions available to the tourists, namely, "good roads." The tourist trade is a most vital asset of many European countries, and the American tourist is adding a very large amount to this income of those countries. A German statistician gives these figures regarding the value of the tourist trade:

Switzerland entertains during the year 3,000,000 visitors, who spend \$30,000,000. Italy, the Riviera and Spain between them receive \$60,000,000 from their visitors. The various great capitals receive \$25,000,000 by entertaining their visitors, 900,000 of whom visit Paris, 600,000 visit London, 500,000 visit Berlin and 350,000 visit Vienna, etc., over the Continent. The seaside and lake resorts receive upward of \$16,000,000 from their visitors.

The interior districts of England, France, Italy, Switzerland, Germany and Holland are all accessible, even to the most remote villages, over roads with hard surfaces, and this accounts, in part, for the popularity of these countries to the tourist.

North Carolina should be attracting tens and hundreds of times as many tourists as it is doing at present. The tourists want to come and drive through the State, but we have failed to give them the good roads that makes this possible.

A coaching road from Asheville to Burnsville, to Linville, to Boon, to Blowing Rock, to Lenoir, to Marion, to Black Mountain and back to Asheville would pay for itself within a few years, and there are many other drives that would be just as profitable.

8. The State of North Carolina is at the present time extremely interested in the subject of immigration, and through its several departments is making considerable effort to bring certain classes of European and American immigrants into the State.

It is not the desire of the State to simply obtain an influx of labor, but to obtain an influx of homeseekers to become citizens of the State and at the same time furnish the kind of labor that is needed. We desire the better class of homeseekers, and these will want and demand school facilities for their children and good roads to connect them with town and railroad. The class of European immigrants that are desired in North Carolina have been accustomed in their own country to excellent roads, and it is natural that a section of country that is traversed by good roads connecting the various farming districts with markets and providing easy means of intercourse between different neighborhoods will be more attractive than those districts in which the roads are poor, and at some times of the year almost impassable.

We not only want European immigrants, we want to attract Americans from other sections of the United States to the South to invest in our farm lands, our water-powers and to build up manufacturing industries. Good roads are of vital importance to these classes of men. There is no doubt but hundreds, and even

thousands, of good farms in North Carolina remain wholly or partially uncultivated and unproductive on account of the very poor condition of the roads connecting them with town and market.

If the railroads consider it necessary to improve their roadbeds and their rolling stock in order to build up a certain section of the country and spend large sums advertising the railroad facilities of the section in their attempts to induce labor and capital to locate there, how much more important that the counties and towns should improve their public roads, making them, as far as possible, macadam roads, and thus offer the strongest inducements for capital and labor to invest in their districts.

The counties that are attracting the most capital and labor are those in which the roads are in the best condition. These counties will continue to derive the most benefit from any movements that are made for bringing immigrants into North Carolina. Good county roads indicate a prosperous county, and this is well illustrated in North Carolina, where the richer, more progressive and more liberal counties are those which have spent a great deal of money in building good and permanent roads.

It is a substantiated fact that no State in the Union is so attractive to every class seeking new homes and new investments as North Carolina. Most of these people will select their locations on good roads. Some will be deterred from investing on account of the poor roads in the sections where they had expected to settle. Many do not want to settle in our cities, towns or even villages, but want to be out on farms five or ten miles from the city or town, and want to be connected with the city by good roads. If good roads are so important to those coming into North Carolina, whether they be capitalists, health, pleasure or home seekers, or laborers, how much more important should good roads be to those already settled in North Carolina.

9. Good roads will make possible at all times of the year social intercourse between neighbors, and between country and town residents, and will be one of the strongest factors toward keeping the young people on the farms.

How can these good roads be obtained? In time they will be constructed by the counties without any outside assistance, but it will take years and generations to accomplish this. The county must do the greater part, but should not the State assist the county? It seems to me that the time has come when it is necessary for the State in some form or other to assist in the construction of the State's public roads, although the larger share of the expense must be borne by the counties and the townships. The benefits to be derived from the construction of good roads in the various counties composing the State is not only of great value to the individual county, but also to the State as a whole. Public roads are ready to serve all classes. They are the common property of all people, and all the people have the right and privilege to use them; therefore, why should not all the people bear some of the expense of the construction and maintenance of the public roads. This will be accomplished by the State assisting the counties. To carry out this work the quickest and to the best advantage the counties should issue bonds in order to secure the necessary funds. Many of the counties throughout the State have already issued bonds for the construction of macadam or other good roads. The result has been that these counties have been more thoroughly developed and become much more prosperous than those which have been contented with poor roads. The issu-

ing of bonds by a county will mean but a very little increase in taxes, which as the years go on will be more than counterbalanced by the large increase in the value of lands and of other taxable property. It is a fair and equitable arrangement that future generations should pay for a portion of the improvements of our public roads, as they derive as great a benefit as the present generation. Too many have the idea that to bond their county will mean a very large increase in their taxes, without their deriving any material benefit from the expenditure, not realizing that the increase in the value of property and the decrease in the cost of maintenance of the roads and the wear and tear on horses, wagons and harness is so much money saved.

The issuing of bonds makes available funds in sufficient quantity to render possible the accomplishment of definite and desirable results.

They give us almost immediately the benefits of good roads, while the payment for them is deferred for many years, until the county has progressed in material wealth to enable it to pay the bonds without unnecessary inconvenience.

They obviate the necessity for a high road tax while accomplishing the results for which such a tax would be levied.

They give us good roads now, and make the best sort of argument for the extension of this progressive movement.

It is hoped that at the meeting of the next and each succeeding Legislature in North Carolina the counties of the State at present without good roads will be granted the privilege of issuing bonds until every one of our counties will have felt the good effect of this movement for better public highways.

It is a significant fact, and one worthy of consideration, that not a single county that has begun the construction of macadam or other improved roads has been willing to call a halt in their construction, and that every State that has once inaugurated the movement of State aid, supervision and investigation of its public highways has never given up this work, but has made it permanent, and in most cases has widened its scope and increased its appropriation. The following States are now aiding in the construction and maintenance of their public highways: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Virginia, Kentucky, Illinois, Michigan, Iowa, Colorado, Utah, California and Washington.

Thus far Maryland, Kentucky and Virginia are the only Southern States that are aiding their counties and towns in the construction of public roads. Should not North Carolina come into line in a movement that means so much for the welfare of the State and appropriate \$100,000 per year, or even \$500,000, if the counties will meet it, for State aid in the construction of good roads?

MORE INQUIRIES FOR IRON.

Indications of Awakening in the Birmingham Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., November 2.

The market, if not poised for an upturn, is making a strong effort to get out of the rut into which it had fallen, and which has been pictured in these letters. During the past week it did not reach the stage of activity, but there were more inquiries made and more business concluded than has been the case during the past few weeks. And these inquiries and orders were of a character to induce attention on the part of sellers, for they were by no means limited to the small fry. There were several inquiries for lots of 10,000

tons, and one for 18,000 tons. All had some conditions attached to which sellers had no objection, and neither to the deliveries wanted. But they could not agree upon the price. Some buyers wanted the iron at \$12.25, and some wanted it at \$12.50. None of the offers for large tonnage was accepted. There were sales of moderate amounts on the basis of \$13 for No. 2 foundry, and there would probably have been more had the holders of stock been in selling humor. The character of the bids indicated business on the part of the buyers, and the market has every appearance of being impregnated with ginger. For spot and nearby delivery the market was full of indications of an awakening.

There were a number of sales for delivery this quarter on the basis of \$13 for No. 2 foundry. One lot of 300 tons mottled went at \$11, while another lot of 200 went at \$10.35. One lot of gray forge went at \$11, there being in it 100 tons. For one lot of 500 No. 2 soft \$12.75 was refused, while several lots of No. 2 foundry went at \$12.75, and some at \$12.50. The total of sales at these minimum prices will probably reach near 2000 tons. A small lot of No. 4 foundry went at \$12, while \$12.50 was declined for 1200 tons No. 2 foundry, delivery the first half 1909, in even quantities of 200 tons each month. Some iron carrying 3 per cent. silicon went at \$13, while some carrying the same per cent. went at \$13.75. At times during the week there was enough to keep the few busy who were in the market. But the larger interests were conspicuous by their indifference to what was going on in the market. They manifested no interest in values. They are firm on the basis of \$13 for No. 2 foundry, and are turning down business below that basis. There is a prevalent feeling that after middle of this week iron will be climbing the stairs looking for higher prices. There is no accumulation of stocks to confront higher values. What is being carried is of no serious moment.

There is very little to be said of the scrap-iron market. There was but little activity in it, and transactions in it were few. Asking prices were maintained, and quotations as given by Weller & Co. are as below:

Old iron axles, \$17.
Old steel axles, \$16.
Old iron rails, \$15.
Old car wheels, \$13.
No. 1 railroad wrought, \$13.50.
No. 2 railroad wrought, \$12.
No. 1 country wrought, \$11.50.
No. 2 country wrought, \$10.50.
No. 1 malleable, \$11.50.
No. 1 machinery castings, \$11.
Wrought-iron pipes and flues, \$11.50.
No. 1 steel, \$11.
Stove plate, \$9.50.
Cast borings, \$7.

There was increased inquiry for cast-iron pipe, owing, it is supposed, to the firm attitude of the makers as to prices. Some business was concluded at \$21.50 for four-inch pipe, and other business was being considered on the same basis at the close of the week. For the larger sizes \$19 is being shaded. The contract for the pipe for Helena, Mont., was secured by a Kansas City contractor, but the pipe will be made by pipe works of this district. They all are looking forward with anticipation to the near future to bring them a good business. At that time large specifications will be on the market for consideration. It is only natural to feel that Birmingham will get what her advantages command and her enterprise deserves.

There is a good deal of talk about the present financial condition of the city. It is, as characterized by one of the daily newspapers, "in the middle of a bad fix" temporarily. Under the new laws, which

are effective the first of next January, the city cannot make available the realty and personal taxes or the license taxes until then. It is estimated that the city will derive \$600,000 from taxes collectable. But by the time that money begins to come in the city will have been compelled to borrow \$250,000 to meet current financial dues. For a time those entrusted with the financial management of the affairs of the city will, like the caterpillar, spend a good deal of time trying to make both ends meet. It is too long a story to tell how and why the present condition was brought about. We are in the same condition that all growing cities have had to face. The needs of the city have simply outgrown the funds provided for the maintenance of the city. The tax levy has been insufficient to meet the demands of maintenance of the city government. As taxables of the county were increased in round numbers \$9,000,000 last year, there is nothing in the situation to create either alarm or distrust. We will have to be on our good behavior, for we will now commence the work of the new sanitary sewers, which include storm sewers. Their estimated cost is \$850,000. But one can safely estimate that the total will not be under \$1,000,000. When we have finished them we will be ready to tackle the problem of an unlimited supply of water. That is the next problem that confronts us, and the only question of difficulty about it is shall it be worked out under municipal ownership or undertaken by private enterprise. The matter is in the hands of the courts at this time. It requires prompt action, because, as a high official expressed it, the investment of many millions of dollars depends upon the certain assurance of an abundant supply of water. This certain assurance will cost in the neighborhood of \$5,000,000. The question to be decided is, shall the city burden itself with this debt or shall it be placed on the shoulders of private enterprise.

J. M. K.

ACTIVITY IN BIRMINGHAM DISTRICT.

The Sibley-Menge Press Brick Co., Birmingham, Ala., under date of November 2 writes the MANUFACTURERS' RECORD as follows:

"We thought perhaps you would be interested to know that in balancing up our record of shipments for the month of October, 1908, we find that we shipped 14,000 more press brick than we did in October, 1907, which was the 'banner month' for business since the company was first organized.

"As the territory furnished by us comprises all the South Atlantic and Gulf States, this may be safely considered an index of revival of building throughout that territory, and we believe that the outlook for the future is still brighter."

Wants Agents for Water Softeners.

Agents in all the principal cities of the South are wanted by the Northern Water Softener Co., Madison, Wis. This company manufactures and installs complete systems, large or small, for softening water for industrial and other purposes.

Water-Powers.

Mr. A. A. Webber, secretary of the White River Power Co., Batesville, Ark., desires to learn the addresses of all persons who expect to bring before the next Congress bills referring to water-power plans.

Wants Courthouse Plans.

Plans and specifications will be considered until November 23 for building a county courthouse at Harrison, Ark., and J. R. Holt, chairman of the committee, can be addressed.

CURRENT EVENTS AS VIEWED BY OTHERS

SOUTH CAROLINA MATTING.

[Charleston News and Courier.]

An experiment in raising grass, or rush, as it is properly called, used in the manufacturing of matting, having been tried this year on the plantation of Mr. W. E. Haskell, Jr., on Pon Pon river, near Jacksonboro, and proving a most gratifying success, it is probable that just as soon as some improvements have been made in the methods of gathering and curing, a new line of industry will be opened up in South Carolina. A sample of the manufactured product brought to the city by Mr. Haskell has been pronounced by all who have seen it as comparing favorably with matting made from rush grown in Japan and imported into this country.

This is the first all-American matting ever produced in this country. The experiment was made under the bureau of plant industry of the United States Government and supervised by Mr. F. W. Clark, an expert, connected with the bureau. The grass requires soil and attention similar to rice, and can be grown on the former rice lands of this State. Therefore, it is believed that if planters should investigate the growing of the grass and be convinced that it can be made a paying crop, the hum of labor would again be heard on many acres now lying uncultivated and many abandoned rice plantations would again be turned into a source of profit for the planters. The experiment is not entirely completed, but it has gone far enough to cause the experts to continue their work and endeavor to perfect certain things in the curing and harvesting of the crop. When this is done the whole matter will be laid before the public by the bureau of plant industry.

The straw was gathered and cured and shipped to the Goodall Matting Co. of Kennebunk, Maine, and later the manufactured product was returned to Mr. Haskell. Mr. R. H. Sawyer, the general manager of the company, writes that the straw is of a very good quality, and made a fine sample of matting, and, as has already been stated, that from the shipment made to him from South Carolina there has been woven the first all-American matting.

The gathering of the grass was necessarily crude, and improvements will have to be made along these lines and also in the curing. The grass was cut and prepared for curing by hand. The process of curing consumed three days, as the grass was sun-cured; with artificial heat the curing would only take between one and two hours. The bureau will also arrange to have the harvesting done by machinery, which will greatly facilitate the process of preparing the grass for the manufactory.

It has not yet been ascertained just how the price of the matting will compare with matting made from rush imported from Japan, but full particulars will be gathered on this point by the bureau at Washington. The grass can readily be disposed of at \$80 a ton, and an acre of land will produce five tons of the grass. Even at \$80 the price is cheap, as it only takes 160 pounds of the grass to make 92½ yards of matting, and the matting produced from the grass raised by Mr. Haskell is said to be worth 32 cents a yard.

TO RECLAIM YAZOO DELTA.

[Memphis Commercial Appeal.]

Now the enterprising people of the delta have taken the final step, which is to make that wonderland an empire. They are preparing to rid the country of its stagnant

water; to end forever the conditions which have heretofore made it the home of the anopheles mosquito, the dread bearer of malaria. Already drainage districts have been organized, huge canals surveyed and mapped, and two of these districts are now calling for bids on the construction of these drainage systems.

The larger of these drainage districts, known officially as the Hopson's bayou drainage district, comprises nearly 20,000 acres of land, none of which is more than eight miles from Clarksdale. The territory embraced is the land between the Sunflower river on the west and Cassidy's bayou on the east, and south the district extends nearly to Mattson. One of the peculiarities of the delta is that the banks of the streams are higher than the surrounding country; and when two streams run parallel to each other there is sure to be a swampy country between. And so in this drainage district. Nearly midway between these two streams lies the great Government brake, a hideous morass filled with snakes, frogs and alligators; and into this catch-basin the waters of the surrounding country pour. When the winter rains set in the Government brake spreads out over the surrounding country, ruining the ungathered crops and rendering the roads impassable.

The main canal of the drainage system will begin about a mile north and east of Lyon, Miss., and run thence due south along the section lines eight miles, crossing two arms of the Government brake, until it strikes Hopson's bayou. It follows this stream southwest to a point one mile east of the Sunflower river, whence it turns and runs west into the Sunflower. At the point of entrance into the river the canal is 18 feet wide at the bottom, and 40 feet wide at the top. It will pass into the river through an enormous concrete culvert constructed on piles driven far below the river bed.

The lateral canals, three in number, will comprise a total of about eight miles, making a total of 16 miles of main outlets for the rainwater falling in the district. One of these laterals will pass through the center of the Government brake nine feet below the bed. In depth the canals vary from eight feet to 21 feet, and the grade of the canals will be three feet to the mile.

This drainage system is designed to drain perfectly every acre of land of the 20,000 acres of the district. The size and capacity of the ditches have been carefully planned, and from the records of the levee board the rainfall for the past seven years has been carefully studied by the engineers. Within 24 hours after the heaviest rain the lands of the district will be perfectly dry.

The Fishing Bayou drainage district comprises some 5700 acres of land near Mattson, Miss., which is eight miles from Clarksdale. This district has been planned with the same care as the larger district, and all the lands in the district will, upon the completion of the drainage system, be susceptible of tile drainage. The total length of the canals of this little district will be nine miles.

The influence of these two districts upon the delta cannot but be enormous. With these matchless cotton lands perfectly drained the people of the delta will soon awake to the fact that they cannot compete with the drainage districts for labor; that with the stigma of malaria removed the drainage district lands will be as healthful as the plains of Illinois.

Probably within a few years the area of

perfectly-drained lands about Clarksdale will be over 100,000 acres, and that enterprising little city, already one of the most attractive residential towns in the South, will feel the stimulus and grow by leaps and bounds.

COTTON IN KENTUCKY.

[Lexington Herald.]

Cotton is the one agricultural product which will always demand and receive the market price any place and at any time the holder desires to dispose of it. It can be sold as soon as harvested, or it can be held for years without depreciating its value, provided it is kept in a dry place. It is as good as money in the bank, and sometimes a great deal safer. Many years ago it was thought that cotton could only be produced in the extreme Southern United States, and it was then claimed it required 13 months to make the crop. Since that time cotton breeders have been at work and have produced a cotton which will make its crop—at least a profitable crop—in about 150 days, and they have also extended its northern line of production much farther north, and the northern limit has not yet been reached.

Peculiar to say, the farther north cotton is grown the larger appears to be the yield per acre. A recent bulletin of the United States Department of Agriculture gives the following 10-year average yield per acre:

For the United States.....	190 lbs.
Florida.....	322 lbs.
Alabama.....	167 lbs.
Texas.....	178 lbs.
Louisiana.....	141 lbs.
Oklahoma.....	238 lbs.
Missouri.....	258 lbs.

There is no doubt but cotton can be profitably grown in Kentucky along the entire line of the Queen & Crescent route, with possibly a few isolated exceptions, for soil, seasons and period of growth all lead to that conviction. That the matter may be tested, the Queen & Crescent management has secured a quantity of a very early maturing variety of cottonseed, which they will distribute to the farmers living along the line, asking in return that the seed be planted and cultivated in compliance with the circular which will accompany the seed.

EAST TEXAS IRON.

[Houston Post.]

Referring to the recent statement of Col. B. F. Yoakum that a proposition is now under consideration by Northern iron manufacturers to mine Texas iron ores and transport them to Northern furnaces to be used as a mixture with ores of that district, thereby producing a better grade of iron than can be made from the ores of that region, Mr. Cloyd regrets the fact that Texas capital does not take hold and develop this industry, which is capable of becoming not only a source of great wealth to the State, but of large profits to the investors. The showing that Mr. Cloyd makes as to the vast wealth concentrated in the county of Cherokee alone, where the greater attention has been given to exploiting the deposits, is not extravagant in the least, and the Post agrees with him that the time has come in the development of the State when home capital should not allow such splendid opportunities for remunerative investment to pass into the hands of outsiders, who purpose to transfer the handsome profits of the industry in the various stages toward the complete manufactured output to their own sections.

That the railroads, foreseeing the immense possibilities of the industry, should

be willing to make a low rate for hauling the raw material to Northern furnaces is in keeping with their general reputation for bringing about the speediest possible development of the varied resources of whatever territory they penetrate, knowing that the result will be increased business for their lines in the future. Their efforts to enlist the interest of capitalists in the deposits of iron ore in East Texas is entirely laudable, as, regardless of the source of the capital, Texas will be benefited by the development of the industry.

As pointed out, perhaps the two principal reasons why home people have not taken hold of the industry as they should has been the lack of free working capital and the supposed lack of the character of fuel essential to the successful operation of blast furnaces. In neither instance does this objection longer hold good, as the fuel problem has been entirely overcome, and the bulging vaults of our home banks attest the abundance of idle capital.

DEEP WATERWAYS CONVENTION.

[Atlanta Constitution.]

The imperative importance of increasing our transportation facilities, insisted upon by every authority and practical leader in this work, gives an added importance to the third annual convention of the Lakes-to-the-Gulf Deep Waterways Association.

The enthusiasm in behalf of this project should not be permitted to wane. The construction of a deep-water channel from the lakes to the Gulf has been the dream of engineers for almost a century.

When the merchandise of the nation shall be carried in ships from Chicago and Buffalo to New Orleans and the ports of the Gulf, it will mark an event almost equal in importance to the Louisiana purchase.

No less an authority than James J. Hill of the Great Northern Railroad has predicted that the present railway mileage of the United States must be doubled within a few years if transportation is to keep pace with the increase in business. Such a stupendous work involves the expenditure, not of millions, but of hundreds and thousands of millions.

In this crisis the development of the nation's waterways has naturally come in for considerable attention. The original outlay for improvement will be less than in the construction of railways, and a vastly greater amount of traffic can be handled at a small percentage of the present cost.

Georgians have an immediate and direct interest in this crusade for waterway improvement, since the construction of the Atlantic and Great Western canal will open up to freight-carrying vessels all the territory in the Tennessee valley, and thence into the section reached by the Mississippi and its tributaries.

The interest expressed by Mr. Taft in waterway improvements is significant, since it was under his direction that the Panama canal work was first undertaken by this Government.

Congress has the recognized power, under its broad grant of authority over interstate commerce, to develop and improve the waterways of the country. With the example of France before us, no less than \$50,000,000 a year should be spent for this purpose.

Waterway appropriations will mean more in increasing the national wealth, prestige and prominence than will money spent on battleships.



NEW Y. M. C. A. BUILDING, BALTIMORE, MD.

This illustration shows the new Young Men's Christian Association Building recently completed in Baltimore, Md. It is one of the finest in the country in equipment and construction, and cost \$600,000. It is seven stories in height, with basement and sub-basement, and covers an area of 165x142 feet, with a total floor space of 123,376 feet. Fireproof construction throughout. Complete mechanical equipment for lighting and heating building and operating elevators. Exterior is of hydraulic pressed brick, with Milford pink granite and ornamental terra-cotta trimmings. Style of architecture is North Italian. Architect, Joseph Evans Sperry, Baltimore, Md. Builders, Morrow Bros., Baltimore, Md. \$500,000 of the money required was raised in a one month's campaign among the citizens of Baltimore, and the remaining \$100,000 is to be raised in a week's campaign, starting this week.

Bridge Engineering—Roof Trusses. A Manual of Practical Instruction in the Calculation and Design of Structural Steel Truss and Girder Bridges for Railroads and Highways, Including also the Analysis and Design of Roof Trusses and Other Details of Mill Building Construction. By Frank O. Dufour, C.E., assistant professor of civil engineering, University of Illinois. 384 pages, 8 vo.; 340 illustrations; indexed; half morocco; marbled edges. Published by the American School of Correspondence, Chicago, Ill. Price \$3.

Such marvelous advantages have been made in recent years in engineering and scientific fields, and so rapid has been the evolution of mechanical and constructive processes and methods that there has arisen a pressing need for a series of working guides of convenient size and low cost epitomizing the accumulated results of wide experience along a great variety of lines. To meet this need is the special purpose of the series of handbooks published by the American School of Correspondence, to which this volume belongs.

The fact that this work by Professor Dufour has been officially adopted as a textbook at the University of Illinois is in itself convincing evidence of its value as a contribution to the literature of structural engineering. It is admirably adapted for the general practical use of the engineer. The problems involved in the calculation and design of modern steel structures are complicated, yet are adequately compassed here in a handy volume of moderate proportions. The treatment is exceedingly clear and concise, and free from the abstruse mathematics that ordinarily overburden other works in this difficult

field. The section on bridge engineering treats fully both bridge analysis and bridge design, embracing the various types of truss and girder bridges, bridge piers and abutments, bearings and other details for railroads, country highways, etc. Every detail is clearly explained by the aid of diagrams, while graphical methods are chiefly used in the computations. Photographs of representative bridges of the different types, gathered from different parts of this country and abroad, are introduced in profusion and add greatly to the value and attractiveness of the text.

The same practical and concise treatment marks the section on roof trusses, which covers all details of the analysis, calculation and design of the various types of roof trusses used for buildings of various spans, the methods of securing good light and ventilation, the layout and other details of mills, shops, etc. Photographs of typical modern structures are shown, with full explanation of the methods followed in their design, and in some cases statements of cost. An analytical index is supplied, which immeasurably increases the value of the book as a work of reference.

The work throughout is eminently practical, as it takes up in the most direct manner just those problems which daily confront the practicing architect concerned in the design of roof trusses or the bridge builder designing members for various spans.

The Hardy Lead & Zinc Co. of Hardy, Ark., has incorporated with a capital stock of \$500,000. Its incorporators include C. L. Kennard, J. W. Kennard, J. E. Parr, J. E. McKee and H. W. Applegate.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

MISSOURI PACIFIC.

Many New Industries Established and Land Reclamation Work Continued.

The Missouri Pacific Railway Co. in its twenty-eighth annual report, which covers the fiscal year ended June 30, 1908, shows total revenues \$44,238,702, decrease as compared with June 30, 1907, \$4,464,639; total expenses \$31,646,287, decrease \$868,782; net operating revenues \$12,592,415, decrease \$3,595,857; total income \$15,467,713, decrease \$4,003,842; net income, after the payment of taxes, equipment trust expenses, etc., \$12,130,905, decrease \$4,628,072; net surplus, after paying fixed charges, rentals and dividends, \$1,050,506, decrease \$2,756,721; ratio of operating expenses to operating revenues 71.5 per cent., as compared with 66.76 per cent. in the preceding year. The average mileage operated was 6479 miles, an increase of 104 miles.

Much of the construction work of the company having been suspended as a result of the panic, there is comparatively little to report for the year. On the White River division there was expended \$54,240; on the Memphis, Helena & Louisiana Railway in Arkansas, \$113,520; on the same division in Louisiana, \$198,546, the latter being all for ballasting, while the other was for various work. On the Eudora & Gilbert branch \$14,186 was spent; on the Gardon & Fort Smith Railroad, \$70,146; on the Gurdon & Fort Smith Northern, \$51,661; on the Springfield Southwestern Railway, \$300,585; on the St. Joseph & Central Branch Railway, \$30,421; on the Natchez & Western, \$34,157.

The main building of the new union station at Little Rock has been practically completed and the steel work for the midway over the tracks has been delivered, but its erection, as well as all grading work, has been deferred. There was expended on this work during the year \$181,450, making a total cost thus far of \$403,613. The grading of the passenger yard was about 40 per cent. completed when work was suspended.

The Gurdon & Fort Smith Railroad, which extends from a connection with the Arkansas Southwestern Railway near Antonio, Ark., northwest 33.85 miles, to Caddo Gap, Ark., was completed during the year and put in operation, and about five and three-quarter miles were completed on the Gurdon & Fort Smith Northern, which is an extension from Caddo Gap northward to the Ouachita river, about 23 miles. Continuation of this latter work is not now contemplated.

At Baring Cross the facilities to care for locomotives had become inadequate, owing to increased business, and 7000 feet of track were rearranged, while 11,700 feet of new track was laid. A new coaling station was provided and other improvements made, costing altogether over \$78,000.

The company sold during the year 24,176 acres of its lands in Missouri and Arkansas at an average of \$5.48 per acre, leaving unsold 3356 acres in Missouri and 527,281 acres in Arkansas.

During the year there were established along the lines of the company 330 industries of different kinds with a capital investment of \$17,359,700, and which promised the company 136,780 carloads of freight per year. These industries include 25 cement, brick, stone, roofing and other plants, 89 sawmills and woodworking plants, 15 coal mines and 8 lead and zinc mines. Expert examinations of the iron-

producing regions of Missouri were conducted and three companies were formed to carry on iron mining. Commercial clubs are being organized at many points to co-operate with the company toward the establishment of industries.

Attention is still being directed to the drainage and reclamation of swamp lands near the lines in Arkansas and Louisiana. Engineers from the United States Agricultural Department have made surveys and local citizens have established drainage organizations.

Of business conditions the report says: "The financial disturbance produced a depression from which the industrial and commercial interests have not yet recovered. The situation, however, has somewhat improved, and with good crop prospects, the natural resources unimpaired and a feeling of confidence which is being gradually established, it is the consensus of opinion that greater activity in all branches of trade will in the coming year be realized. Aside from the increased business, however, it is necessary that the carriers obtain higher rates than now prevail. The large additions to cost of operation as well as the many costly exactions of the National and State governments and the imperative demands of the business public for a more prompt and higher standard of service have so swelled the expenses as to reduce the margin of profit to a figure that is not adequate to meet the financial requirements of the railroads."

NEW BIRMINGHAM ELECTRIC.

Line to Shades Valley and Mountain With Real Estate Development.

Mr. G. T. Brazelton, secretary and treasurer of the Edgewood Land & Improvement Co., Birmingham, Ala., of which Stephen Smith is president, writes the MANUFACTURERS' RECORD about the proposed Birmingham & Shades Mountain Electric Railway Co. that the organization has not been completed. Continuing, he says:

"This line will be about five miles in length, and will connect with the South 15th street car line of the Birmingham Railway, Light & Power Co., which is a short line running from the heart of the business district of Birmingham directly south to a choice residence section of the city known as the 'South Highlands,' which is built about halfway up Red mountain.

"Red mountain is less than 250 feet higher than Birmingham, and very narrow, and the route of our line takes us through a gap in Red mountain, then through the beautiful rolling territory of Shades valley, which is about one and one-half miles wide, then up Shades mountain on a 6 per cent. grade.

"Shades mountain lies just three and one-half miles south of Birmingham, and has 500 feet greater elevation. The close proximity to Birmingham of such a delightful summer residence place has caused considerable building there in the past two years, though there are no transportation facilities other than autos and buggies. And at the same time the intervening hills in Shades valley are receiving the attention of Birmingham real estate agents and development companies, and are being laid off into residence parks and highly improved.

"The elevation of Shades valley is 150 feet higher than Birmingham, and Red mountain, lying between, serves to ward off the smoke of Birmingham.

"These facts, together with the close proximity to the highest-priced residence section of Birmingham and the business district of the city, assures a rapid growth for this territory immediately upon transportation facilities being provided, as we propose to do. The suburbs which will

furnish passengers at once are Edgewood, Oak Grove and Rosedale, and the estimated population combined is about 2000 at this time.

"The territory opened up by this new car line is nearer to the center of Birmingham than any of Birmingham's suburbs, being only two and one-fourth miles, and in addition it is highland property. This makes it more desirable. It has been ripe for a car line for several years, but it was impossible until recently to get enough land under one management to justify the expenditure. This has now been done, and the rights of ways, franchises, etc., are practically completed."

ARTESIAN BELT LINE.

Important Railroad Project of Dr. Chas. F. Simmons South of San Antonio.

Dr. Charles F. Simmons, with office at San Antonio, Texas, writes from his home at Excelsior Springs, Mo., to the MANUFACTURERS' RECORD giving information concerning his railroad plans in Texas as follows:

"From my own timber on the line of the new railroad from Macdona to Simmons City, Texas, I have made a great many cross-ties, and have recently purchased the balance of the ties necessary to complete the road from Macdona to New Artesia. I have had the road surveyed and located, and have already let the contract for the grading and laying of the rails and surfacing to the J. F. Burns Construction Co. of Devine, Texas. The distance from Macdona, Texas, to New Artesia is about 40 miles, and from New Artesia to Simmons City, as the road will run, will be between 20 and 30 miles; exact distance not known.

"The name of the railroad will be the 'Artesian Belt Railroad,' and I have applied for charter, but as it has not yet been issued I do not think it proper to disclose the names of the officers and directors, but will say that I will be the president of the road for the first year.

"My chief engineer's name is William Bradburn, and his address is at 215 Alamo Plaza, San Antonio, Texas, care of my San Antonio office. My contract with the Burns Construction Co. provides that the road from Macdona to New Artesia is to be completed by June 1, 1909, and while this is being done the balance of the road will be located from New Artesia to Simmons City, and when that is completed we will have arrangements made to extend the road further on toward the Rio Grande.

"This line practically divides in the center the territory between the International & Great Northern on the west (with which we connect at Kirk, Texas, just west of the city limits of San Antonio), and the San Antonio & Aransas Pass Railroad on the east, and traverses the richest truck farming Artesian section of the entire State of Texas. During the last two and a half years I have myself sold more than 11,000 farms along the line of this road, which represents more than 50,000 people who will be living on it very shortly after I have completed the railroad from Macdona to Simmons City, Texas.

"I am in the market for spikes, bolts, switches, both freight and flat cars, three locomotives, 12 motor cars and some 60-pound steel rails with angles."

A Year on the Frisco.

The twelfth annual report of the St. Louis & San Francisco Railroad Co. has been issued, covering the fiscal year ended June 30, 1908. It shows operating revenue \$35,806,132, decrease as compared with the next preceding year \$2,447,849, or 6.4 per cent.; operating expenses \$25,092,924, increase \$236,350, or 1 per cent.; net operating revenue \$10,713,207, de-

crease \$2,684,190, or 20 per cent.; taxes \$948,414, increase \$51,456, or 5.7 per cent.; total income after deducting taxes, \$11,313,349; net income after providing for all charges, \$459,066; balance of surplus carried to profit and loss after paying dividends, \$259,324. The average mileage operated was 5064 miles.

The industrial department reported during the year the location of 203 industries on the tracks of the Frisco lines, employing 7954 men and costing \$5,590,000.

Of the bonds authorized in August, 1907, \$28,241,000 are reserved for additions and improvements to be made after June 1 next, not more than \$2,500,000 to be issued in any fiscal year until June 30, 1911, when \$3,000,000 per year may be issued. There are also reserved \$5,000,000 to be issued at the rate of not more than \$1,000,000 per annum for the construction, purchase or acquisition of additional lines of railroads or branches. Besides the foregoing, there are \$10,000,000 to reimburse the company for capital expenditures during the year ended June 30, 1907, and for future expenditures for additions and improvements.

Concerning the Memphis terminal, the report says that the Memphis Railroad Terminal Co., which was incorporated in 1907, is to erect a new passenger station with requisite buildings and tracks at Memphis, Tenn. The St. Louis & San Francisco and nine other railroads entering Memphis have united in the guarantee of \$1,200,000 to buy property for the station. The capital of this company is \$100,000, each road owning \$10,000.

The St. Louis & San Francisco bought during the year 3000 box cars, 1000 coal cars and 500 stock cars at a cost of \$5,614,556; 25 baggage cars, 6 baggage and mail cars, 37 coaches, 15 chair cars and 4 cafe-observation cars costing \$920,187; 25 consolidation locomotives, 10 passenger locomotives and 10 switching locomotives costing \$743,690.

The total assets of the company are \$324,400,506, which includes franchises and property \$173,307,356 and total capital assets (including the latter) \$287,063,474.

New Equipment, Etc.

The Pennsylvania Railroad is reported to be in the market for 64 all-steel passenger cars, of which 44 will be regular day coaches, while 20 will be combination cars.

The Western Maryland Railroad Co. proposes to spend more than \$1,000,000 for new equipment, and will soon order 500 all-steel gondola coal cars, 10 cabooses, 10 consolidation locomotives and 3 switching locomotives. It is also reported that another order for 500 steel underframe gondolas will be placed later.

The Virginian Railway is in the market for equipment, and it is stated that 25 locomotives and about 1500 cars will be purchased.

The Nashville, Chattanooga & St. Louis Railway, it is reported, has ordered from the Baldwin Works three balanced compound 10-wheel passenger locomotives.

The Louisville & Nashville Railroad will, it is reported, build 500 coal cars at its own shops.

The San Antonio & Aransas Pass Railway is reported to be in the market for 500 box cars and 200 stock cars.

The Carolina, Clinchfield & Ohio Railway is reported still in the market for 1000 steel coal cars of 50 tons each.

The Illinois Central Railroad, it is reported, has ordered 400 Hart convertible cars from the Rodger Ballast Car Co., to be built at the Detroit works of the American Car & Foundry Co.

The Central of Georgia Railway is reported to have ordered 15 day coaches, 5 express cars, 3 combination mail and ex-

press cars and 1 passenger and baggage car, all from the Pullman Company.

The Colorado & Southern Railway has ordered four dining cars from the Pullman Company, three of them to be used on the Fort Smith & Denver City Railway.

The Missouri Pacific Railway is reported to have let a contract to the American Car & Foundry Co. to repair about 6000 freight cars and 75 passenger cars.

Richmond, Urbanna & Peninsular.

Concerning the incorporation of the Richmond, Urbanna & Peninsular Railway Co., which has been chartered with capital of from \$100,000 to \$300,000, Mr. John C. Robertson, president, writes from Richmond, Va., to the MANUFACTURERS' RECORD thus:

"The main line will extend from West Point, Va., on the Mattaponi river, to Urbanna, on the Rappahannock river, about 16 miles. When that has been constructed it is proposed to build about 60 miles of branch lines so as to develop the entire peninsula. Connection will be made at West Point with the Southern Railway and the York River Steamboat Line to Baltimore. The surveys have been made, and the rights of way are being secured as fast as possible. Col. C. P. E. Bergwyn of Richmond is in charge of engineering. No contract for construction will be made until all rights of way have been secured.

"The counties to be developed by this railway are among the most prosperous in Virginia. There is not a mile of railroad in either of the nine. They have over 80,000 inhabitants, and produce at least one-third of the truck, fish and oysters that are sold from the State, besides a large quantity of farm produce, timber, etc."

The officers are as follows: President, John C. Robertson; vice-president, Boyce D. Brooker, and secretary, James Taylor Robertson, all of Richmond, Va.; treasurer, George C. Bland of Shackelfords, Va. The directors include the officers and J. W. Hurley and Walter H. Ryland of Urbanna, Va.; George W. Brown of Saluda, Va., and Alfred C. Palmer of Richmond, Va.

A press report says that the charter permits the use of steam, electricity or any other motive power by the company, which is allowed to build and operate telephone or telegraph lines. It is also permitted to build, buy, lease, sell and operate steamboats or other craft.

Baltimore & Ohio's Year.

The eighty-second annual report of the Baltimore & Ohio Railroad Co., which covers the fiscal year ended June 30, 1908, shows total earnings of the system \$79,377,351, net earnings \$21,173,244. The Baltimore & Ohio Railroad proper, including the Baltimore & Ohio Southwestern, earned out of the foregoing, gross \$73,608,781, decrease as compared with the next preceding fiscal year \$8,635,140; expenses \$54,150,879, decrease \$729,211; net earnings from operations \$19,457,901, decrease \$7,905,928. The ratio of expenses to earnings was 73.57 per cent, as compared with 66.73 per cent. the next preceding year.

The gross income of the company was \$23,812,645, decrease \$7,586,201. The deductions from income, including interest on bonds of more than \$10,600,000 and taxes of more than \$2,000,000, were \$13,655,857, decrease \$297,360; net income \$10,156,787, decrease \$7,288,841. After the payment of dividends there was left a surplus of \$3,191,513, making the total amount to the credit of profit and loss \$17,865,442, a decrease of \$1,874,100 as compared with June 30, 1907.

For construction and betterments the company spent \$6,375,922, a decrease of

\$2,646,845 as compared with the preceding year. These expenditures were mainly upon the Baltimore division, Pittsburg division, the Newcastle division, the Philadelphia division and the Wheeling division.

Work on the Virginian.

Raymond DuPay, vice-president and general manager of the Virginian Railway, is quoted in a recent press report as saying that there are about 410 miles of track laid out of a total of 442 miles, and that all the track will be completed by January 1. Between Roanoke and Alta Vista, Va., there is a gap of about 15 miles, and at the crossing of New river there is another gap of about one mile, where construction is very heavy and work is slow, but large forces are employed there. The coal pier at Sewell's Point, Norfolk, may not be completed for 50 or 60 days after the beginning of the year. All of the track on the line in West Virginia, 115 miles, has been laid.

Electric Railway Dictionary.

"Dictionary of Electric Railway Material" is the title of a book for the use of purchasers of electric railway equipment and supplies, or of others who are interested in such lines, which has been published by the McGraw Publishing Co., New York. It is classified, and the headings under each classification are alphabetically arranged. The printing is good throughout the 184 pages of the book, the entire make-up of which will doubtless contribute greatly to its popularity. It contains also an index of classifications and an index of manufacturers.

Railroad Notes.

L. H. Phetteplace has been appointed superintendent of the Carolina, Clinchfield & Ohio Railway, with headquarters at Johnson City, Tenn.

J. T. Connor has been appointed acting superintendent of motive power and machinery of the Houston & Texas Central Railroad to succeed S. Millican, deceased.

A report from Austin, Texas, says that State has now more than 13,000 miles of railroad, according to the Railroad Commission, the exact figures being 13,009 miles on October 31.

The Pecan Industry.

In advocacy of investments in pecan groves, Mr. J. B. Wight of Cairo, Ga., stated at the convention last week at Chattanooga of the National Nut Growers' Association that good land set in vigorous budded or grafted trees is worth at the end of the first year \$100 an acre, and that its value increases at the rate of about \$50 each year, so that it should be worth \$300 an acre at the end of five years, \$550 an acre at the end of 10 years and \$800 an acre at the end of 15 years. He added:

"While varieties differ slightly as to the age at which they begin to bear, yet this may be safely put at from five to six years from the time the trees are transplanted. By the tenth year, when the value, as above, is \$550, the net income per acre should be 8 per cent. of this amount, or \$44. This is probably about as early as the trees would begin to pay a reasonable income on the value as figured above. By the fifteenth year the net income should be \$64 per acre, or 8 per cent. on \$800. The twentieth year should show more than a net income of \$84 per acre on an 8 per cent. valuation of \$1050 per acre, according to the above estimate. By net income is meant what remains after deducting a reasonable amount for cultivating and fertilizing trees and for gathering the nuts."

The Lorene Cottonseed-Oil Mills has been incorporated with a capital stock of \$100,000 by James W. Brown and associates.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Machinery and Manufactures for Russia.

A. Baumann, Odessa, Russia, writes the MANUFACTURERS' RECORD:

"I call your attention to the following list, for all of which I find a good outlet in Russia, and for any of which I would like to get agencies from firms of known responsibility: Artificial leather for women's clothes, thin and tinted; colored leather for making gloves; special leather for military and civilian drums; goatskin of various colors; buckskin and box calf; portable corn-grinding mill, with vertical stands; screw-pulley blocks; all kinds of small equipments for ships; all kinds of hand tools (no steam) for carpenters and builders; hand, band and other saws; planers; chisels; files for wood and iron; corn (grain) knives; sickles and scythes; locks and keys of all kinds, unfinished and unfitted; dental instruments; aluminum in sheets for roofing; copper; zinc; sheet lead; aluminum kitchen ware; copper, zinc and lead pipe; hair; cotton; leather belting; rice starch; sheep shears; horse clippers; flypaper; acetylene gas and oil incandescent lamps; writing paper; lead pencils; penholders; steel pens; paste for polishing shoes; cacao and chocolate. I trust manufacturers will send me at once prices and terms of sale, for there is a strong demand for these goods."

Of Interest to American Manufacturers.

F. W. Holden, care of Nusservanji & Co., 47 Hornby road, Bombay, India, writes the MANUFACTURERS' RECORD:

"I am covering the East in the interest of American, British, German and French manufacturers, and have showrooms in Sydney, Melbourne, Adelaide, Christchurch, New Zealand, Colombo, Calcutta and Bombay. My system is for my representatives and myself to cover this territory systematically at the commencement of the recognized indenting season. Indents are taken for all classes of goods from the leading manufacturers, merchants and large retailers, whose orders in most cases are paid for in New York, etc., or cash against documents. My London agents are Messrs. R. D. Galbraith & Co., 11 Billiter Square, London, E. C., who are empowered to make all arrangements on my behalf. Recently I have received many inquiries for American goods, and if any of your friends desire to extend their trade in any of the countries I cover I shall be pleased to enter into negotiation with a view to an agency on a commission basis."

Brick and Knitting Machinery Needed

Jose Maria Olivieri, Rubio, State of Tachira, Venezuela, writes the MANUFACTURERS' RECORD:

"I have urgent need of being placed in direct communication with makers of machinery for manufacturing pottery, bricks and tiling for roofing. The equipment would have to be small, for there are difficulties in the way of extensive operations here and the manipulation of complicated machinery. Besides, freight has to be carried here on the backs of mules, consequently the weight must not exceed 125 pounds. I would be satisfied with 1000 bricks a day. I want to know the cost of the press and other details necessary for compressing various kinds of material. I would like information in regard

to stocking looms; these would have to be low in price; the information ought to be complete; the machines should work by winch or crank. I would like to get catalogues of church tower clocks. We hope to get the catalogues so that orders can be made through our agent in New York in proper form."

Church Furniture for Africa.

Jesse C. Chevers, Box 529, Capetown, South Africa, writes the MANUFACTURERS' RECORD that he desires to introduce American church furniture in Africa, and he wants to communicate immediately with our manufacturers. He states that there is an excellent opportunity for introducing this class of product, and manufacturers prepared to negotiate are invited to cable to him at once the one word "Compete" and sign their cable and postoffice address. Mr. Chevers wants exclusive agencies, and is prepared to make the proper financial arrangements, being willing to arrange cash payments against documents at New York to manufacturers who will guarantee their product as represented.

Needed in Belgium.

Rene Dandoy, 607 Chaussee de Waterloo, Uccle, Brussels, Belgium, writes the MANUFACTURERS' RECORD:

"I give you below a list of the different articles which I handle, though I also give particular attention to supplies for railways: Steel of all kinds (nickel, diamond, chrome, etc.), machinery, tools, shears, planers, lathes, small tools for shops and workmen, center bits, drills, files, cars and portable tracks, forges, anvils, cranes, jack screws, etc.; locomotives and wagon supplies and fittings, grindstones, emery, belting, industrial oils and lubricating oils."

Steel Pulleys and Hangers and Vulcan Fiber.

Karl Boschan, V., Alkotmany-utca 21, Budapest, Austria-Hungary, writes the MANUFACTURERS' RECORD:

"Please be kind enough to let me know who are the makers of stamped steel pulleys and hangers and of vulcan fiber as per enclosed sample. Perhaps you can also recommend me new good belt fasteners, on which articles a good trade might be done here."

Wool, Woolflocks and Woolwashes.

H. Loo & Co., 129 Rue de l'Instruction, Brussels, Belgium, write the MANUFACTURERS' RECORD:

"May you by intermedium of your journal put us in direct relation with the wool manufacturers, and, above all, with those of woolflocks and woolwashes. With the latter we may do considerable business in Belgium."

Kid and Box Calf Leather.

N. N. Calmanovici, Str. Sf. No. 20, Bucarest, Austria, writes the MANUFACTURERS' RECORD:

"Send me mail addresses of some large kid-leather manufacturers in your country and advertise in your next number, insisting especially on box calf and kid leather."

Wants Agents for Cement Waterproof.

The Aquabar Company, 12th and Noble streets, Philadelphia, Pa., wants to arrange for agencies in large cities, preference being given to established building supply companies. The company manufactures "Aquabar," a cement waterproof.

The paper read by Mr. Frank Haas before the recent meeting of the West Virginia Mining Association on dust as an explosive has been made a pamphlet.

MINING

Mineral Products, 1907.

The total value of the mineral products of the United States in 1907, including some derivatives with actual minerals, is \$2,009,289,196, of which \$908,024,005 was metallic, \$1,166,165,191 non-metallic and \$100,000 unspecified. The values by products follow:

Coal.....	\$614,798,898
Pig iron.....	529,958,000
Copper.....	173,799,300
Clay products.....	158,942,369
Petroleum.....	120,106,749
Gold.....	90,435,700
Stone.....	71,105,805
Cement.....	55,903,551
Natural gas.....	52,866,835
Lead.....	38,707,596
Silver.....	37,295,700
Zinc.....	26,401,910
Sand, molding, etc.....	13,242,002
Lime.....	12,640,512
Phosphate rock.....	10,653,558
Salt.....	7,439,551
Mineral waters.....	7,331,503
Zinc white.....	6,490,660
State.....	6,019,230
Sulphur.....	5,142,850
Gypsum.....	4,942,264
Aluminum.....	4,926,948
Mineral paints.....	2,979,158
Asphalt.....	2,826,489
Gypsum.....	4,942,264
Aluminum.....	4,926,948
Mineral paints.....	2,979,158
Asphalt.....	2,826,489
Glass sand.....	1,550,067
Sand-line brick.....	1,225,769
Borax.....	1,121,520
Talc and soapstone.....	905,047
Grindstones.....	896,022
Tungsten.....	890,048
Quicksilver.....	828,931
Pyrite.....	794,949
Precious stones.....	735,800
Fibrous tale.....	626,000
Antimony.....	622,046
Feldspar.....	499,069
Bauxite.....	480,330
Mica sheet.....	349,311
Barytes.....	291,777
Fuller's earth.....	291,773
Fluorspar.....	287,282
Oilstones, etc.....	264,188
Manganiferous ores.....	259,473
Garnet.....	211,686
Bromine.....	195,281
Graphite crystalline.....	171,149
Arsenious oxide.....	163,000
Quartz.....	157,094
Quartz, abrasive.....	126,582
Graphite, amorphous.....	125,821
Infusorial earth.....	104,406
Monazite and zircon.....	65,800
Manganese ores.....	63,363
Mica scrap.....	42,800
Tin.....	33,285
Pumicestone.....	33,818
Millstones.....	31,741
Magnesite.....	22,683
Corundum and emery.....	12,294
Asbestos.....	11,899
Lithium minerals.....	11,000
Platinum.....	10,589
Marls.....	8,429
Chromic iron ore.....	5,640

Pennsylvania, reporting mineral products valued at \$657,783,345, has no close rival for first place among the States, for Ohio, which is second, reports products valued at \$207,657,339, while the mineral products of Illinois, the State ranking third, were valued in 1907 at \$145,768,464. Fourth on the list is West Virginia, with mineral products, including coal, natural gas and petroleum, valued at \$92,487,960. Colorado is fifth, with products valued at \$71,105,128, gold and coal furnishing more than 50 per cent. of the value. Michigan is sixth, with products valued at \$70,073,920, more than 60 per cent. of the value being in copper. New York, the seventh State, reports products valued at \$68,762,815, about 48 per cent. of which is for pig-iron. Montana is eighth on the list, with products valued at \$60,063,511, about 74 per cent. being copper. The ninth is Arizona, with products valued at \$56,753,650, more than 90 per cent. of which is for copper. California, with a long list of mineral products, among which gold and petroleum were produced to the greatest value, is the tenth State, the mineral output for the year being valued at \$56,079,436.

Missouri, with products valued at \$53,129,431, and Alabama, whose products were valued at \$52,136,749, more than 90 per cent. being for coal and iron, hold, respectively, eleventh and twelfth places. Products valued at more than \$30,000,000 were reported also from Indiana (\$39,141,217), Utah (\$38,099,756) and New Jersey (\$32,800,299). Between \$20,000, and \$30,000,000 worth of products were reported from Kansas (\$28,577,044),

Oklahoma (\$26,908,968), Tennessee (\$26,525,004), Nevada (\$22,088,700), Idaho (\$21,300,612) and Alaska (\$20,200,552). States reporting between \$10,000,000 and \$20,000,000 worth of products are Texas (\$19,806,458), Virginia (\$19,313,182), Maryland (\$19,356,250), Kentucky (\$19,294,341), Iowa (\$17,623,094), Wisconsin (\$13,832,395), Washington (\$11,617,706), Louisiana (\$10,876,719) and Wyoming (\$10,671,574). All of the other States and Territories reported mineral products valued at less than \$10,000,000.

The figures presented in the foregoing paragraphs are taken from a summary of the mineral production of the United States in 1907, compiled by Dr. Wm. Taylor Thom of the United States Geological Survey, and published by the survey as an advance chapter from "Mineral Resources of the United States, Calendar Year 1907." This chapter is now ready for distribution, and may be obtained by applying to the director of the survey, at Washington, D. C.

Plans of \$1,600,000 Company.

The MANUFACTURERS' RECORD has received particulars of the plans of the Meadow River Coal & Land Co. of Evenwood, W. Va., mentioned last week as incorporated with a capital stock of \$1,600,000. Referring to the company, its treasurer, Charles E. Andrews, Jr., second vice-president of First National Bank, New Bethlehem, Pa., writes as follows: "The Meadow River Coal & Land Co. has a full-paid capital of \$1,600,000, its main office is at Evenwood, and the following are the officers: T. W. Raine, president, Evenwood; Edward S. Jones, vice-president, Scranton, Pa.; Charles E. Andrews, Jr., treasurer, Bethlehem, Pa., and T. M. Arnold, secretary, Clarion, Pa. The company owns 32,000 acres of New River-Pocahontas coal, 24,000 in fee and 8000 mineral only. Practically the same interests own the Meadow River Lumber Co., capital \$800,000, which owns 300,000,000 feet of hardwood on this coal tract and other nearby lands, which company is now building the Sewall Valley Railroad from Meadow Creek Station, on the Chesapeake & Ohio, into the heart of the property, a distance of 20 miles. Over 250 men are now employed on the railroad, and some rails will be laid this winter. The coal and land company will not operate, but lease to operators on royalty, so it will not be in the market for machinery. The railway and lumber company will be ready from now on for large amounts of supplies, including a large sawmill and town equipment."

Big Company Organized.

A report from Houston, Texas, states that capitalists of Texas, Arizona and Arkansas have incorporated the Patillo Higgins Coal, Oil & Gas Co. of Houston, with a capital stock of \$1,000,000, for the purpose of developing mineral properties which they own by purchase and lease in several Southwestern States. Officers of the company include R. M. Johnston, president; Patillo Higgins, vice-president and manager; G. L. Glass, second vice-president; A. E. Davis, third vice-president; Carey Towell, secretary, and Carey Shaw, treasurer.

Purchases Mining Interests.

A report from Yellville, Ark., states that the Blue John Mining Co. has reorganized with a capital stock of \$100,000 and has purchased the property of the Reynolds Mining Co. in Marion county. Its officers are C. H. Rudolph of Kansas City, president; W. A. Chapman, vice-president and secretary, and C. Callahan, treasurer. Operations at the mine will probably be resumed within 30 days.

West Virginia Coal Miners.

The West Virginia Coal Mining Institute, which was organized several months ago, will meet at Charleston on December 1 and 2. Its officers include Messrs. J. B. Hanford, general superintendent of the Elkins Coal & Coke Co. of Morgantown, president, and John S. Cummings of Tun-nelton, vice-president.

Mining Notes.

Shipments of coal from the several West Virginia coal fields during August amounted to 1,694,871 tons.

The Virginia & Carolina Chemical Co., the South Carolina Chemical Co. and the Alabama Chemical Co. are reported to have contracted with exporters of Huelva, Spain, for large amounts of sulphur rock during the ensuing year. It is stated that shipments will be received at the port of Pensacola.

Digest of Decisions of the Courts and Interstate Commerce Commission under the Act to Regulate Commerce from 1887 to 1908. By E. B. Peirce, commerce counsel of the Rock Island Frisco Line, Chicago.

The act to regulate commerce applies so extensively to the more important commercial and transportation transactions of the day that the fully-equipped traffic man should understand the technical features of the act, and the lawyer should be thoroughly acquainted with the practical features of rate-making and transportation generally. To meet this double want this book has been prepared by Mr. Peirce.

Every case decided during the period covered by the digest has been used, and every point in each case has been taken, whether necessary or unnecessary to the decision. The material collected will be found arranged under apt titles, with such division and paragraph headings as are necessary to carry the searcher directly to the subject for which he is seeking. While each point is stated as concisely as possible, many having occasion to use the digest may not have at hand the reported cases. Therefore, each paragraph is sufficiently full to make reference to the cases, in most instances, unnecessary. As an aid toward finding what has been decided, commodity headings have been inserted in alphabetical order, under each of which will be found the decisions of the courts and commission involving that particular commodity. For the same purpose a list of the various localities involved in the decisions has also been included, and will be found alphabetically arranged under the title "Localities." The main titles have been supplemented by numerous cross-reference headings from cognate subjects, and many specific cross-references have been inserted which refer directly to the title and paragraphs where the subject is treated. The citations have been arranged so as to show not only the different reports where a case may be found, but also the volume and page number of the several reports containing any review of the case, together with the disposition of the same in each court. That this volume may be available as a book of ready reference, a copy of the original act to regulate commerce, with amendments, the act as amended to date, the Elkins act, the Expedition act, the act in relation to testimony, etc., the rules of practice before the commission, tariff circulars issued by the commission, conference rulings and rules prescribed by the commission under section 20 of the act, relating to uniform system of accounts, have been included, references to which will be found in the table of contents.

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TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

The Saxon Mill Additions.

The Saxon Mill of Spartanburg, S. C., has completed its clothroom extension, 70x130 feet, after plans and specifications by J. E. Sirrine of Greenville, S. C. It has begun to receive shipments of the 10,000 spindles and 350 looms to be added, and this equipment will soon be in position. The mill has been operating 30,464 spindles and 745 looms on the production of print cloth and fancy cottons. The company's decision to provide these increases to facilities was announced in September by the MANUFACTURERS' RECORD.

Manchester Cotton Mills.

The Manchester Cotton Mills of Manchester, Ga., will organize soon to arrange for plans and building plant previously referred to. This company is projected by Fuller E. Callaway, president of La Grange National Bank, La Grange, Ga.; C. V. Truitt, president of Unity Cotton Mills, La Grange; Allen F. Johnson, treasurer of Milstead Manufacturing Co., Conyers, Ga., and others. The capital stock is \$500,000.

Regal Hosiery Mills Co.

The Regal Hosiery Mills Co., reported incorporated last week with \$25,000 capital stock, has organized at Cameron, N. C., and will install knitting machines for a daily capacity of 150 dozen pairs of 84-needle hose. Power will be furnished by a steam plant. R. W. Dunn of Raleigh, N. C., is president; R. D. Jones of Fayetteville, N. C., vice-president, and Chas. C. Jones of Cameron, secretary-treasurer.

To Install the Electrical Drive.

The Salisbury Cotton Mills of Salisbury, N. C., will install an equipment of machinery for the electrical drive, as reported last week. The company has awarded contract for motors of 300 horse-power, and will increase to 700 horse-power if the initial installation proves entirely satisfactory. About 21,000 spindles and 510 looms are operated, manufacturing tickings, etc.

Collars and Bands.

H. L. Johnston, president of the Palmetto Cotton Mills, Palmetto, Ga., contemplates the organization of a company to build a mill for manufacturing bands and collars. He proposes a capital stock of \$25,000.

To Manufacture Worsted Yarns.

The Bradford Worsted Spinning Co. of Louisville, Ky., has been incorporated with a capital stock of \$20,000 by Messrs. John Ellam, W. M. Shallercross, Henry Andersen and others.

Wants Cotton Goods.

The Macon Mattress Manufactory, Macon, Ga., wants quotations and samples of ticking, carpet, silklines, draperies, etc.

The Enfield Hosiery Mills.

The Enfield Hosiery Mills of Enfield, N. C., mentioned last week, has contracted for eight additional knitting machines, 10 ribbers and four loopers, increasing its equipment to 50 machines and accompany-

ing apparatus. These installations will increase the company's daily output from 400 to 550 dozen pairs of hose, all dyed and finished in the company's plant.

Textile Notes.

The Norfolk (Va.) Silk Co. is reported as having contracted for additional machinery. It now operates 400 broad looms, producing broad silks, veilings and laces.

The Durham (N. C.) Hosiery Mill is reported to have awarded contract for 100 additional knitting machines for installation in its No. 3 mill at High Point, N. C.

The Eufaula (Ala.) Cotton Mills will, it is reported, expend \$50,000 for new additional machinery. This company now has 12,500 ring spindles and 369 looms for manufacturing sheeting. It was sold last week under order of court, the purchaser being F. W. Jennings of Eufaula. It is stated he represents B. B. Comer of Birmingham, who will reorganize the company and expend the amount mentioned.

PHOSPHATES**Tennessee Chemical & Fertilizer Co.**

An important addition to Southern industrial corporations is the Tennessee Chemical & Fertilizer Co., which was chartered last week with a capital stock of \$10,000,000 and will issue bonds for \$2,000,000. This company is controlled by the Tennessee Copper Co., 11 Broadway, New York, and it will manufacture sulphuric acids from the fumes of the Tennessee Copper Co.'s plant at Ducktown, Tenn. More than a year ago the latter company began experiments in manufacturing sulphuric acid from its copper fumes, which had been destroying vegetation in Polk county, Tennessee, and it has perfected a practical commercial process. About \$1,000,000 has been expended for experiments and the plant, which has an annual capacity of 120,000 tons, and this is to be added to largely during the coming year. It is understood that the capacity mentioned will be increased to 360,000 tons in 1909.

Completing Fertilizer Plant.

It is announced that the fertilizer plant of the Tampa (Fla.) Fertilizer Co., which has been under construction for some time, is nearing completion, and will probably be ready for operation by November 15. The buildings, it is stated, have been completed and the installation of the machinery has commenced. The company owns extensive phosphate deposits near Fort Meade, and will begin mining operations at once, it is said, under the supervision of J. J. Singleton, who superintended the construction of the plant.

Phosphate Notes.

The steamer *Wilhelmina* has arrived at Alexandria, Va., from Port Tampa, Fla., with a cargo of 3000 tons of phosphate rock for the Alexandria Fertilizer & Chemical Co.

Messrs. J. M. Lang & Co. of Savannah report shipments of high-grade Florida phosphate rock through that port during the month of September to the amount of 7764 tons. Cargoes were shipped to Austria, Germany and England.

The British steamer *Axim* arrived at Pensacola last week with a cargo of 3000 mahogany logs, which will be shipped via the Louisville & Nashville Railroad to C. C. Mengel & Bros. Company at Louisville, Ky.

The schooner *Marjorie A. Spencer* cleared from Norfolk last week with a cargo of 62,700 staves and 100,000 headings for Demerara, British Guiana. The shipment was made by Charles Reid & Sons of Norfolk.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Hattiesburg's New Plant.

Additional details have been reported in connection with the erection of the big sawmill plant at Hattiesburg, Miss., by the J. J. Newman Lumber Co. of Scranton, Pa., especially with reference to the construction of the buildings and their equipment. It is stated that the main building will be 60x225 feet, with a 32x48-foot wing on the side for the lath mill, the lower, saw and filing-room floors to be of concrete. The sorter platforms will be about 180 feet long and the timber dock approximately 60x200 feet, all to be of steel upon concrete foundations. The equipment of the plant will include two eight-foot band mills, with wheels for 14-inch saw, and horizontal band resaw, with six-foot wheels for 10-inch saw. The power plant will be installed in a brick structure with steel trussed roof and galvanized corrugated covering. The boiler-room will contain 10 66x18-inch boilers in Marine settings, and the power will be furnished by a 30x48-inch Corliss engine of the Filer & Stowell Company's "1900" heavy-duty rolling-mill type. Mr. F. L. Peck of Scranton is the president of the J. J. Newman Lumber Co., and contracts have been awarded to the Filer & Stowell Company of Milwaukee, Wis., for the erection and equipment of the plant.

Will Enlarge Plant.

The Fort Smith Lumber Co. of Plainview, Ark., informs the MANUFACTURERS' RECORD that it intends to increase its plant to a daily capacity of 60,000 feet of lumber, and will be in the market for additional equipment. This will include a horizontal band resaw, sawmill carriage, with three head blocks for mill to cut from 50,000 to 60,000 feet per day, steam nigger, log-turner and lath machinery. Officers of the company are Alfred Toll, president; L. L. Seibel, vice-president, and C. W. Jones, secretary, treasurer and general manager.

Will Develop 71,000 Acres.

In connection with a recent report that Charles M. Council of Americus, Ga., has purchased 71,000 acres of timber land in Georgia and Florida, and is the president of a company which has been organized to develop the property, Mr. Council writes the MANUFACTURERS' RECORD that a sawmill plant will be erected at Ewing, Ga., to cost about \$50,000. He states that the plant will be of modern design, with a daily capacity of from 50,000 to 75,000 feet of lumber, but that plans for its construction have not sufficiently matured to announce details.

To Develop Cypress and Cottonwood.

A report from Natchez, Miss., states that Laphew & Unger of Dermott, Ark., have closed negotiations with D. H. Britton for the purchase of 30,000,000 feet of cottonwood and cypress timber near Fishpond, La. The purchasers, it is said, will erect a sawmill of 50,000 feet daily capacity for the development of the timber, and will construct a tramway from the plant to the woods.

Lumber Notes.

The Milltown (Ga.) Lumber Co. is said to have received an order from its offices at Dayton, Ohio, for several million feet of dressed lumber.

The Hammer Lumber Co. of Wilmington, N. C., and Philadelphia is reported to have recently purchased over 5,000,000 feet of lumber for vessel shipment from Wilmington.

MECHANICAL

Keystone Gasoline Well Driller.

A further advance of the gasoline engine into the steam engine field is seen in the accompanying view of the Keystone gasoline-driven well-drilling machine built by the Keystone Driller Co. of Beaver Falls, Pa.

In the Keystone driller the transmission permits the engine to run at constant speed in one direction, at which its highest efficiency is realized, while the drive may be reversed and the speed changed.

Primarily the gasoline driller is intended for use where fuel or water is scarce, but in any locality it compares favorably with a steam-driven machine; in fact, the only difference between the Keystone gasoline and steam drillers is the substitution of the gasoline engine and its equipment for the steam engine and boiler, with the addition of the specially-devised power transmission. In the elimination of the boiler alone, saving its weight and the attention and repairs it requires, much has been gained.

The machines are made in two sizes and in traction and non-traction types. The No. 3 plain machine has a 14-horse-power engine, the No. 3 combined driller and traction engine and the No. 5 non-traction machine each have 20-horse-power engines,

tons are of close-grained iron, ribbed and braced, and permit a very close fitting to the cylinders. The rings are also close-grained hard iron, and are about twice the thickness of such rings as commonly made, principally to insure their perfect fit, so as to hold the compression and working pressure of the engine by preventing leakage. The valves are of a special steel highly resistant to wear and oxidizing effects of the gases. A large valve area and lift makes it possible for the engine to operate at piston speeds of 1000 feet per minute and take in full charges, giving the highest mean effective pressure. The rated power of the engine being based on a piston speed of 550 feet per minute, the engine is capable of developing much more than its normal power.

The crankshaft and connecting rod are steel forgings of liberal proportions, and the bearings of the crankshaft and connecting rod are phosphor bronze and of large surface. They are flooded, self-oiling and arranged to use the oil over repeatedly. No oil cups except one feeder are required for the entire internal part of the engine. All bearings are adjustable for wear.

Jump-spark ignition is used, and a timer of the company's own make which is claimed to conduce to long life of batteries. Each machine is equipped with

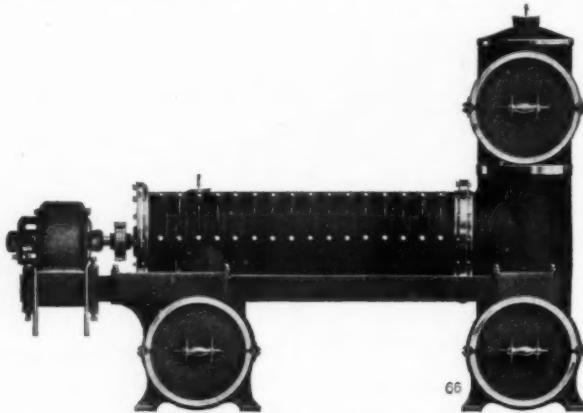
formerly, and the steering mechanism is of the worm and sector self-locking type, controlled by a steering wheel at the rear of the machine. An emergency brake is placed on the left side of the machine near the steering and control wheels at the driver's post.

That which more than all else has made the gasoline driller a success is the graduated reversible power transmission. This comprises a combination friction-driving disk and flywheel on the motor and a

in well drilling are carried on the machine in the same manner as on a steam-driven driller. Provision is also made for attaching a trailer or tender wagon, in which may be carried extra fuel and water for several days, and additional pipe, camping equipment, provisions, etc. The tractive power is sufficient to haul several trailer wagons or other machines if necessary.

Electrical Cleaning.

In this department last week reference was made to electrical cleaning and atten-



ELECTRICAL CLEANING.

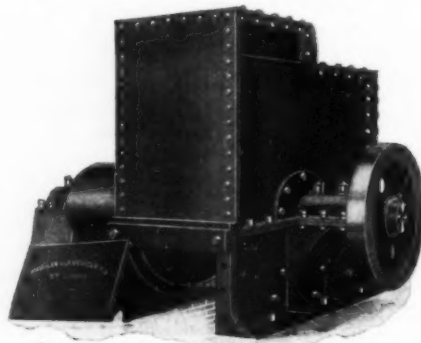
driven wheel on a transverse transmission shaft. On the latter shaft at one end is placed a pulley which drives the drilling mechanism by belt, and on the other end of the shaft is the traction driving gear. This transverse shaft runs in hardened steel ball bearings, slidable so as to engage the driven wheel with the friction-driving disk at any point across the diameter of the latter, so that the speed may be graded from zero to high speed in either direction. The friction-driving disk has a hardwood filling, with the end grain exposed, and will wear down two inches before needing renewal. The position of the driven wheel is instantly controlled by a lever and hand wheel on each end of the machine.

The motor runs constantly in one direction at any speed, determined by the governor, from 250 to 500 revolutions per minute, and at such speed will develop any power placed upon it from no load to full load, as required. At the forward end of the machine are located all controlling means necessary during the operation of drilling, just as those for propelling the machine as a traction engine are located at the rear platform. Blast for a forge

tion was called to the improvement in exhaust collectors made possible by the continuous rotary action of the electric motor. This is the application of the turbine principle to the exhauster. Herewith is a view of one of these turbine exhausters, driven by a form L motor built by the Crocker-Wheeler Company of Ampere, N. J., and the illustration presented last week was entirely erroneous. The turbine has only two bearings, and therefore saves a considerable part of the power which would be wasted in driving exhausters of other types. In addition, the automatic dust extractor is an integral part of the cleaner, and no power is wasted in drawing the air through any screens or other retarding medium before it passes through the machine. When electrically driven the apparatus cannot be disabled by freezing.

The cleaning tools used with this system have large orifices, so that they will suck not only the dust, but tacks, pins and scraps of paper as well.

The machine illustrated is one of large size. The Crocker-Wheeler Company has been for some time supplying motors for exhausters of all sizes for use in various kinds and sizes of buildings.



THE AMERICAN CLAY, SHALE, COAL, ETC., PULVERIZER.

fire used in dressing tools is furnished by a rotary blower supplied with the machine and driven by a friction contact with the flywheel of the engine. A hose is used to convey the air to the forge on the ground.

On the traction machine the traction gearing is driven from a pinion on the end of the transverse shaft, as before stated. The ability to vary the speeds is of importance here as well, so that steep hills can be negotiated.

All the drilling tools, derrick, etc., used

The American Pulverizer.

Manufacturers of cement, brick, coke and other materials who need pulverizing machinery will find their attention attracted by the three accompanying views of the pulverizer built by the American Pulverizer Co., 121 Pine street, St. Louis, Mo. This new ring-hammer pulverizer is designed to pulverize like materials from like size to like fineness, and to do more, damp or dry, with less speed and power than other machines.



KEYSTONE AUTO. GASOLINE WELL DRILLER.

and the No. 5 traction machine a 30-horse-power engine. The engines are of two-cylinder, four-cycle type, with pistons opposed, so that the crankshaft receives an impulse at every revolution. Also since one piston counterbalances the other there is practically no vibration. The crankshaft bearing and the pistons are inclosed to exclude dust, but nevertheless all of the internal parts of the engine are easily removable through a covered aperture in the engine frame. The engine is light and strong. It is oiled by a splash system from a reservoir in the crank case, hence grease cups and oilers for the pistons and crankshaft bearings are not required. A check valve prevents oil from leaking out from the main bearings of the engine. The cylinders and frame of the engine are cast in separate pieces, so that any single part may be replaced at less expense. The engine is governed by a fly-ball type of throttling governor driven direct by the engine without belts, and through it the constant speed which the engine will maintain can be changed as desired.

The cylinders and frame are cast iron. The cylinders are water-jacketed. The very long pieces at the ends of the engine rest upon and are securely bolted to the side sills of the machine, not only preventing displacement or disarrangement of the engine, but bracing and stiffening the frame of the machine as well. The pis-

duplicate sets of five cells of battery, each arranged in a weatherproof box with the spark coil. After the engine is started the ignition current is furnished by a dynamo, thus relieving the batteries. Both sets of batteries and the igniting dynamo are controlled by a switch placed on the left rear post just below the steering and control wheels. A key is provided for the switch, without which it is impossible to start the machine. The carburetor is of the gravity float feed type.

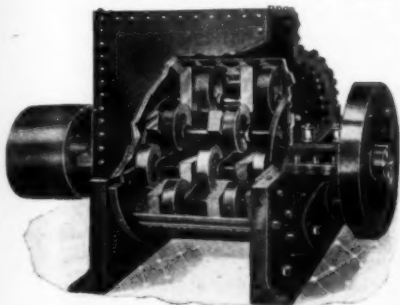
Two 40-gallon galvanized-iron tanks contain the gasoline and cooling water for the engine jacket. A tank full of gasoline will run the engine under ordinary loads for 30 hours, five or six gallons will run it 10 hours without load, and one tank full of water is sufficient to cool the engine for 24 hours.

It is specially to be noticed that in the motor there is but one pair of gears. These are made of steel and iron, are of coarse pitch and large teeth, and run in oil. The engines are equipped with a starting device, and in addition each cylinder is provided with a valve for relieving about two-thirds of the compression, so that even though these engines are of comparatively large power, they are very easily started under any circumstances.

One of the new features of the machine is an automobile type of front axle and steering device. The axle is stiffer than

The rings are hung on a two-inch steel pin supported by cross-arms in the same relative position as are the straight hammers. The rings and hammers are interchangeable in pairs. The rings pulverizing power is due to the employment of its centrifugal force or outward pull, rolling, striking and crushing, while the hammers pulverizing power depends upon its kinetic energy only.

The assembling of material on the con-



THE AMERICAN ROCK, ETC., PULVERIZER.

cave grinding plate and screen bars tends to raise the ring off its pin or axis, thereby momentarily converting the centrifugal force into a rolling, crushing and pulverizing force. In this action the ring affords its own flexible adjustment, its maximum adjustment being regained, due to its centrifugal force, thus avoiding the necessity of other adjustments.

The centrifugal force or outward pull of a ring operating at 500 or 1000 r. p. m., also the kinetic energy of a ring or hammer operating at same speeds, including their feet speed per second, are as follows:

	Weight, lbs.	R.P.M.	Centrifugal force, ft. per second.	Kinetic energy, ft. lbs.
Ring.....	22	500	51	1951
Ring.....	22	1000	102	7811
Hammer..	11	500	51	4070
Hammer..	11	1000	102	8140

The grinding surface of each ring operating at 500 r. p. m. equals 67,500 square inches per minute. At 1000 r. p. m. each rings grinding surface equals 135,000 square inches per minute. The hammers efficiency may be added to the above.

The employment of the centrifugal force or outward pull as applied by the rings is a force of great magnitude heretofore unemployed in hammer mills. The rings and hammers are hung in a spiral position, one in advance of the other and overlapping each other, striking the material in a shearing position, prevents clogging, prevents carrying the material along with the rings and hammers, reduces power, completely distributing material the moment it enters the pulverizer, increasing pulverizing surface and execution.

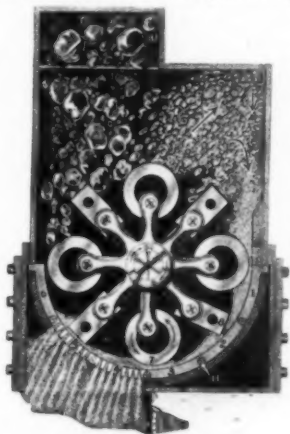
The company designed and adopted, after extensive tests, a square, upright pulverizer body to be used exclusively when pulverizing clay, shale, fire-clay, coal and like resistable materials. This design over-

comes possibilities of clogging at the junction of the breaker-plate and periphery of the rings and hammers, especially when grinding damp clay, shale or coal of large lump dimensions, or when the pulverizer is being over fed.

execution in employing the kinetic energy of the rings and hammers while the material is in suspension, thereby the rings and hammers are performing execution at both the top and bottom of the periphery. In this are the rings and hammers in their spiral arrangement, striking, driving, shattering and distributing the material before reaching the breaker-plate, concave pulverizing plate and screen bars. The shattering, distribution and consequent evaporation of moisture due to friction contributes greatly to the pulverizer's ability in final pulverization.

The American rock pulverizer illustrated is for handling rock and other refractory materials; for pulverizing Portland cement clinks, hard rock, etc., the hammers are removed and replaced by rings.

These pulverizers, all sizes, are fitted with either one of the company's three designs of screen bars. Kind and condition of material governs design to be used. Width of interstices in each design of bar furnished to meet requirements of kind of material, and regulate coarse or fine grinding. The larger sizes are fitted with two journal bearings on pulley side. The feed-opening, being at the side, prevents parts



SECTION OF THE AMERICAN PULVERIZER.

of the material being thrown out with attending liability to personal injuries. The material is distributed by the spiral arrangement of the rings and hammers. The pulverizer is built heavy, of the best materials, and guaranteed.

Other details of the machine are told and illustrated by photographic views in the American Pulverizer Co.'s leaflet on this subject, including interesting particulars of the company's screen bars, air separators and other kindred equipment.

The Page Hoisting Engine.

An accompanying illustration represents the Page hoisting engine built by the Page Engineering Co., 119 East York St., Baltimore, Md. Simplicity is emphasized in the design, construction and operation of

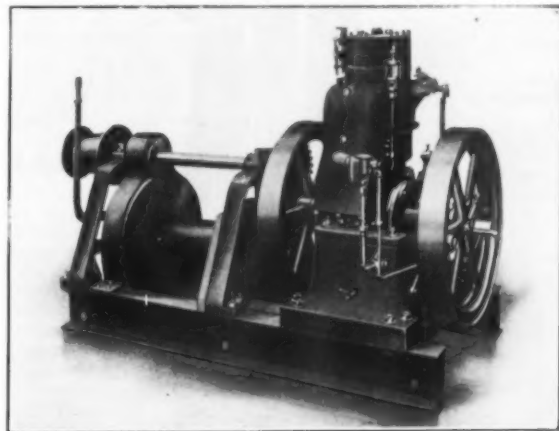
quality. Every part is of ample strength to perform indefinitely its part of the work. The main and crankpin bearings are especially large and well lubricated. These engines are manufactured on the duplicating-parts principle, and supplies and repairs are absolutely interchangeable. The make-and-break spark ignition is used as being more reliable where exposed to all kinds of weather conditions. An attractive and unusual feature in this machine is the variable-speed control. While the normal revolutions is from 400 to 450, the speed can be varied from about 200 to 550 revolutions, a suitable and handy lever being provided for that purpose. This is nearly equivalent to the speed variation of a steam engine. Special claims are made

for power, reliability, endurance, simplicity and safety.

The shaft was then rough-machined throughout and oil-treated, then finished and ground, all bearing surfaces being not greater than .0005 inch above or below given dimensions.

The shaft is 71 3/4 inches long over all; crankpins 2 1/2 inches diameter, 4 1/2 inches long; bearings between cranks 2 1/2 inches diameter, 4 inches long; size of webs, 6 1/4 x 2 3/4 x 1 1/2 inches; crankshaft was drilled through all pins and bearings.

A test piece taken from this shaft showed the following remarkable physical properties, due to the treatment: Tensile strength, 143,500 pounds to the square inch; elastic limit, 110,000 pounds to the square inch; elongation, 18 per cent. in two inches.



THE PAGE HOISTING ENGINE.

for power, reliability, endurance, simplicity and safety.

An A. P. Witteman Product.

An accompanying illustration represents a six-throw crankshaft forged and finished complete by the Chester (Pa.) works of A. P. Witteman & Co. of Philadelphia, Pa. The shaft was made for the Chadwick Engineering Works and installed in the racing launch built for Herbert Austin of Boston.

The motor is six-cylinder, 8x7, and develops 150 horse-power at 850 revolutions per minute. The weight of the motor complete with all attachments is 1400 pounds, the boat 37 feet long over all, with a beam 4 feet 6 inches. The reversing gear propeller shaft was built by the Chadwick Engineering Works, and the total weight of the gear and shaft was 222 pounds.

This propeller shaft was also manufactured and finished complete by the Chester works of A. P. Witteman & Co., and special attention is called to the lightness of both the crankshaft and the propeller shaft for the horse-power generated.

Anyone familiar with the manufacture of multiple-throw crankshafts can readily see that the design is something different from the usual plan of six-throw cranks.

Drop Forging.

Before the invention of forging with dies, or what might be called "machine blacksmithing," and when a hand or power hammer was all that was available, it was impossible to cheaply produce uniform forgings. Now drop forgings can be made of tin bronze, copper, aluminum, iron or steel, using for the purpose dies which are made in two parts. These dies are often so made as to combine in one set the "roughing" or "breaking-down" form in addition to the finishing form, although many forgings require separate breaking-down dies and several forming dies, depending on the shape of the forging to be produced.

To determine the proper shape for the breaking-down form it is common practice to make several tests by which it is decided how best to distribute the metal according to the stock used and the finished article to be produced. These dies are operated in what are known as drop hammers, the size of which is governed by the work to be done. The falling weight may be as light as 50 pounds or as heavy as 5000 pounds. Note the accompanying illustrations. Fig. 1 shows a drop hammer with a 600-pound falling weight. One-half of the die is fastened to the ram or hammer, which moves vertically between two guides or uprights, being raised by friction rolls which are under the instant control of the operator. The other half of the die is in the anvil or base of the hammer. The ram of the hammer is lifted until automatically released, the height of the fall being controlled by adjusting the dogs on the side rod, which release the lifting rolls. Then the hammer falls, striking the previously-heated bar or billet with the upper half of the die and driving it into the lower half of the die. By a number of blows in rapid succession the stock is quickly hammered into a shape that will distribute the metal so as to secure the best results in the forming die from both an economical and operating point. The piece in this shape is next placed over the finishing form in the die and by a number of blows forced into the concavities in the two dies. It may be necessary to reheat the stock between these opera-



A SIX-THROW SHAFT MADE BY A. P. WITTEMAN & CO.

comes possibilities of clogging at the junction of the breaker-plate and periphery of the rings and hammers, especially when grinding damp clay, shale or coal of large lump dimensions, or when the pulverizer is being over fed.

It provides that the material shall enter the pulverizer high above, allowing it to fall upon and near the back, rather than at the front of the rings and hammers. It avoids a throat, hence avoids clogging, and clogging means additional power and less product. The square, upright body allows room, the operation provides great

this hoisting engine. In the design the two-cycle type was adopted in preference to the four-cycle type, because the company believes it is simpler, easier to understand and operate, is less expensive for repairs and produces more power on less weight and space. The engine, however, in its operation is not readily distinguishable from the four-cycle, as the hit-and-miss principle of governing is used. Under the control of the governor a full charge or no charge at all is admitted to the cylinder. The construction is heavy and substantial throughout, and of the highest

Instead of combining the two pin bearings in the one throw, each bearing has a separate pair of its own webs, and in the case of the two end throws it will be noticed that the distance between the cheeks is only five-eighths inch, and the twist had to be accomplished within that space.

The forging was made from a 10-inch square chrome nickel-steel billet, the stock being thoroughly hammered and refined and then annealed for machining. The parts between the throws were then cut out and the forging twisted, after which it was again annealed to relieve all strains.

tions if the nature of the work or the stock used compels it.

Around the finishing depressions in the faces of both dies is cut a shallow space called the "flash" of the die. This allows for the inequalities in the rough forging, as it is practically impossible for the drop forger to produce the exact shape and the

the frame. When trimmed, the forging is either annealed or pickled, or, if necessary, both, after which it is ready for the machine operations, if there be any. Fig. 3 shows a pair of dies and its product before and after being trimmed.

The endurance and effectiveness of the drop hammers depend in no small degree

used where the ground is not very good and where jarring of surrounding buildings is objectionable. The solid concrete founda-

strata of sand or clay, say four feet thick, which if left undisturbed in its original condition also makes a good bottom. The trouble with sand or clay is that the heat of a drop-forge shop dries the soil, and with the continual jar they are apt to shift if they have opportunity to do so. By flaring the bottom of the foundation the desired result is sometimes obtained without going very deep, but for any size of drop hammer the concrete should not be less than four feet thick, whether the wood cushion is used or not.

The forgings produced by the drop hammer are perfect uniform, being formed in the same dies and under similar conditions. Difficult shapes can be readily, rapidly and accurately made, leaving allowances for machining if desired, or finishing when no machine finish is required. In the latter case the cost of manufacture is greatly reduced, and the smooth and accurate surface left from the dies generally answers for such articles as handles, wrenches, cranks, connections and bossed parts; or, should appearance require a bright and polished surface, such may be given by an emery wheel or buffing machine.

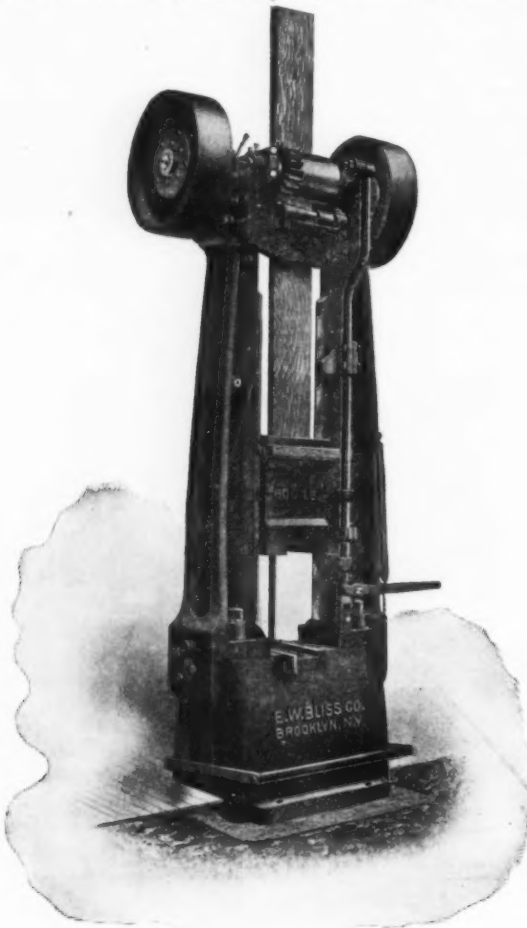


FIG. 1.—600-LB. DROP HAMMER.

size required without surplus metal, and this space in the flash provides for the overflow. The forging as it comes from the finishing form, therefore, has a fin formed where the upper and lower dies meet. This is removed in trimming dies operated in the type of press shown in Fig. 2, usually located alongside of the

upon the proper ratio between the weight of the base and the weight of the hammer. It has been demonstrated that 12 to 1 is decidedly better than a smaller ratio, and that the best results are obtained with a ratio of 15 to 1 or 16 to 1, with all parts made in proportion, the extra cost of the heavier machine being more than compen-

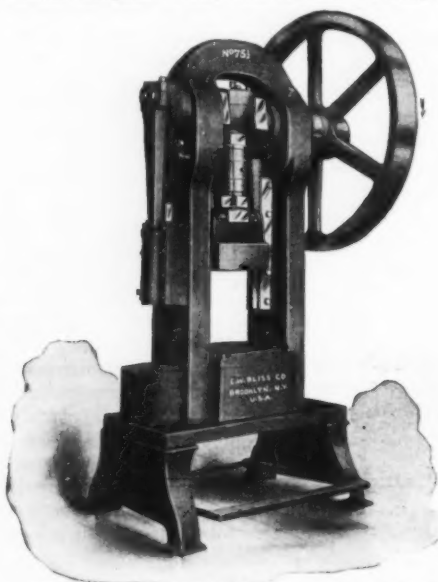


FIG. 2.—STRAIGHT-SIDED TRIMMING PRESS.

hammer. The character of the trimming is such that cut-back or overhanging frames are often more convenient than those of the straight-sided pattern, as illustrated in Fig. 2. This overhanging type is particularly adapted for trimming long drop forgings, as the stock can readily be fed from right to left through the throat of

sated for by the larger quantity and better quality of the finished product and by the comparative freedom from breakdowns.

For the successful operation of drop hammers it is very essential to have a good foundation; either of the types illustrated in Figs. 4 and 5 is satisfactory. The wood cushion foundation, Fig. 4, is

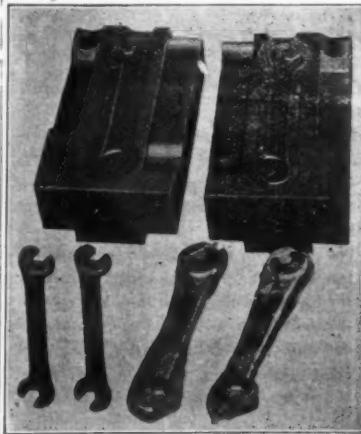


FIG. 3.—DROP-FORGING DIES AND PRODUCT, BEFORE AND AFTER TRIMMING.

foundation, Fig. 5, is recommended as best when it can be used, as it is like a continuation of the base of the hammer, and

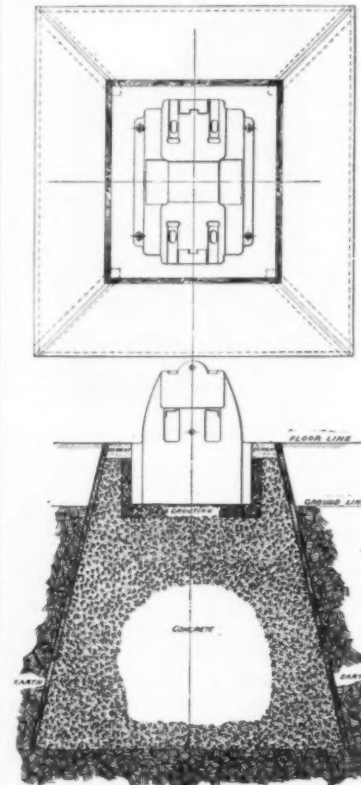


FIG. 5.—PLAN AND SECTIONAL ELEVATION OF SOLID CONCRETE DROP-HAMMER FOUNDATION.

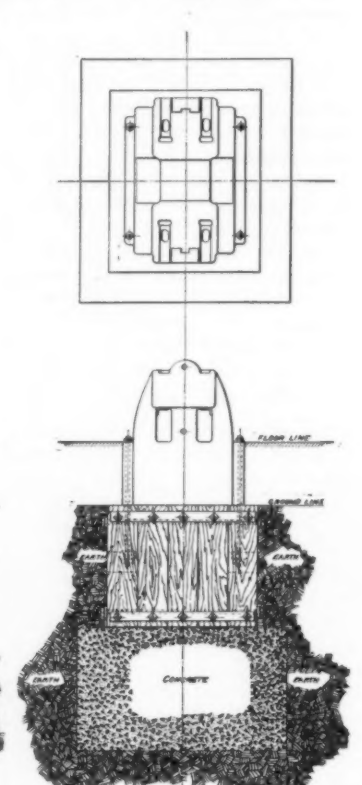


FIG. 4.—PLAN AND SECTIONAL ELEVATION OF DROP-HAMMER FOUNDATION WITH WOOD CUSHION.

therefore makes the drop more efficient. In deciding the depth of foundation of either of the above types care should be

Fig. 6 represents an assorted lot of forgings produced in machinery made by the E. W. Bliss Company, No. 3 Adams



FIG. 6.—DROP FORGINGS IN A VARIETY OF SIZES AND SHAPES.

taken to determine the best point to stop the excavation. Bed rock is the best bottom, cement gravel next best, and then a

street, Brooklyn, N. Y., which makes a specialty of drop-forge equipments, including dies.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECT

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Newnan, Ga.—Central of Georgia Railway, C. K. Lawrence, chief engineer, Savannah, Ga., will, it is reported, construct bridge over its tracks at Newnan.

Pensacola, Fla.—Escambia County Commissioners are about to begin construction of proposed bridge across Little bayou; will have steel stanchions and rails and creosoted flooring.

Richmond, Va.—Bids will be opened November 25 on alternate plans for steel and reinforced concrete bridge over Chickahominy river between Hanover and Henrico counties; Thomas R. Fuller, chairman Joint Commission. (See "Bridge Construction" in "Machinery, etc., Wanted.")

Spartanburg, S. C.—Spartanburg and Greenville counties will construct Bennett bridge over Enoree river between the two counties; bids will be received until November 9 on both wood and steel structures; plans for wood bridge are being prepared by William D. Neves, City Engineer of Greenville, S. C., and for steel bridge by A. D. McClain, contracting engineer, Spartanburg, S. C.; bridge to consist of one main span 100 feet long and two approach spans, each 70 feet long, and two small concrete abutments; piers for supporting main are already in place. (See "Bridge Construction" in "Machinery, etc., Wanted.")

Takoma Park, Md., P. O. at Takoma Park, D. C.—City has rejected all bids for construction of reinforced concrete-steel bridge across Sligo branch at Takoma Park; to be about 275 feet long, 16-foot roadway and 50 feet above stream; available funds, \$10,000; plans and specifications can be obtained of M. S. Gielow, 1307 F St. N. W., Washington, D. C.; Ben G. Davis, Town Clerk, 110 Oak Ave., Takoma Park; W. G. Platt, Mayor. (See "Bridge Construction" in "Machinery, etc., Wanted.")

CANNING AND PACKING PLANTS

Argenta, Ark.—Larkins & Chichester are remodeling building for packing and cold-storage plants.

Conway, Ark.—J. H. Cunningham, Enola,

Ark., will establish cannery recently noted; will erect frame or plank building 40x50 feet; cost about \$500; building not begun; capacity of plant, 10,000 cans daily.

Lumberton, N. C.—A. W. McLean is interested in contemplated establishment of sweet-potato cannery. (See "Machinery Wanted.")

CLAYWORKING PLANTS

Claremore, Okla.—Vitrified Bricks.—Claremore Vitrified Brick Co. organized with \$50,000 capital stock by James McBriney, Oscar Howard and John M. Hall, all of Tulsa, Okla.; has purchased, will improve and operate plant of Claremore Brick Co.; Mr. Hall will be secretary and treasurer.

Fort Smith, Ark.—Pottery and Tile.—J. E. Parkhurst, Texarkana, Ark., proposes establishment of pottery and tile plant at Fort Smith; he proposes developing plant clay bank and hauling clay from Texarkana to Fort Smith.

Lawton, Okla.—Bricks.—Lafe Owens and Dan Hall will, it is reported, establish \$50,000 brick plant.

Muskogee, Okla.—Brick.—Muskogee Vitrified Brick Co., recently noted to have increased capital stock to \$100,000, is enlarging plant; mill construction; six kilns; cost \$9000; brick machinery to cost \$10,000; present daily capacity, 30,000; common or paving brick; W. R. Whiteside, manager.

Pine Barren, Fla.—Bricks.—McMillan Brick Co. incorporated with \$60,000 capital stock; W. P. Brownson, Pensacola, Fla., president and general manager; John Baumeister, Quintette, Fla., secretary and treasurer; J. S. Hobby, Pine Barren, superintendent.

Tifton, Ga.—Bricks.—Tifton Pressed Brick Co., recently reported incorporated with \$75,000 capital stock by John Murrow & Son, has not yet elected officers; will manufacture dry press brick, tiling and pottery. (See "Machinery Wanted.")

COAL MINES AND COKE OVENS

Adger, Ala.—Tennessee Coal, Iron & Railroad Co., Frank H. Crockard, general manager, Birmingham, Ala., will, it is reported, open an additional coal mine near Adger.

Charleston, W. Va.—Blue Creek Coal Co. incorporated with \$25,000 capital stock by W. C. Hardy, S. P. Avis, T. Mairs and others.

Clarksburg, W. Va.—Harrison County Coal Co., R. S. Monroe, Fairmont, W. Va., treasurer, purchased mine and plant of Gunton Coal Co. between Clarksburg and Fairmont, W. Va.; will install coal-cutting machinery and make other improvements to plant.

Cleveland, W. Va.—Cleveland Development Co. incorporated with \$15,000 capital stock by Harvey Arbuckle, Smithfield, W. Va.; Johnson T. Miller, W. A. Wiedebuch, both of Fairmont, W. Va., and others, to deal in coal and timber lands, etc.

Evenwood, W. Va.—Meadow River Coal & Land Co., recently reported incorporated with \$1,000,000 capital stock, owns 24,000 acres New River-Pocahontas coal and mineral rights on 900 acres; will not operate, but will lease to operators on royalty; practically same interests own Meadow River Lumber Co., which owns 300,000,000 feet hardwood timber on coal company's coal tract and nearby lands; lumber company is building Sewall Valley Railroad from Meadow Creek Station, on Chesapeake & Ohio Railway, to the coal and timber lands, distance of 20 miles. Meadow River Lumber Co. will be in market from now on for large amounts of machinery and supplies, including saw-mills and town equipment; T. W. Raine, president, Evenwood; Edward S. Jones, vice-president, Scranton, Pa.; Charles E. Andrews, Jr., treasurer, New Bethlehem, Pa., and T. M. Arnold, secretary, Clarion, Pa.; main offices of company, Evenwood. (See "Machinery Wanted.")

Henryetta, Okla.—Franklin Coal Mining Co., recently reported incorporated with \$3000 capital stock, will have initial daily capacity of from 30 to 50 tons of coal; plant when completed will cost about \$15,000; B. Morgan, M. Melnholtz and William Brink are incorporators.

Houston, Texas.—Patillo Higgins Coal, Oil & Gas Co. organized with \$1,000,000 capital stock to develop oil and mineral lands in the Southwest; R. M. Johnston, president; Patillo Higgins, vice-president and manager; G. L. Glass, second vice-president; A. E. Davis, third vice-president; Carey Towell, secretary; Carey Shaw, treasurer.

Kansas City, Mo.—Steamboat Coal & Mining Co. incorporated with \$50,000 capital stock by M. L. Alden, K. S. McNamy, A. F. Goebel and others.

Middlesboro, Ky.—Monarch Coal & Coke Co. incorporated with \$50,000 capital stock by Daniel C. Swab, William Costello and M. S. Hollingsworth.

Middlesboro, Ky.—Nicholson Coal Co. incorporated with \$80,000 capital stock by A. C. Carr, W. F. Nicholson and J. C. Cardwell.

Middlesboro, Ky.—Luke & Drummond Coal Co. incorporated with \$50,000 capital stock by George Luke, Hugh Drummond and George Luke, Jr.

Pineville, Ky.—Straight Creek Fuel Co. incorporated with \$5000 capital stock by C. W. Logan, M. J. Moss and W. L. Moss.

Wellsville, Mo.—Eugene Green, St. Louis, Mo., purchased and secured options on 1400 acres of land near Wellsville and will develop coal and fire-clay deposits.

COTTON COMPRESSES AND GINS

Corning, Ark.—Farmers' Union Warehouse & Gin Co. incorporated with \$10,000 capital stock; H. H. Williams, Corning, president; T. W. Dowdy, Nealeville, Mo., first vice-president; Henry Brown, Palatka, Ark., second vice-president; E. A. Kelly, Corning, secretary-treasurer.

Datura, Texas.—J. T. Prichard & Son will rebuild cotton gin recently reported burned; will erect frame and iron buildings 30x62 and 30x46 feet; cost \$1500; cost of machinery (purchased), \$5000; daily capacity gin, 75 bales; M. M. Prichard, engineer in charge.

Frederick, Okla.—Simmons Gin Co. incorporated with \$10,000 capital stock.

Lockhart, Texas.—Lockhart Oil & Gin Co. incorporated with \$30,000 capital stock by C. T. Rahter, Emil Buescher, D. M. Gay and others.

Millikin, La.—Jas. S. Millikin will rebuild cotton gin recently burned; will erect fireproof building to cost \$1000; will install machinery to cost \$2800; architect and engineer not engaged. (See "Machinery Wanted.")

Parsons, Tenn.—Parsons Milling Co., recently noted to rebuild burned cotton gin, has installed machinery; will operate gin with daily capacity of 12 bales.

Pocahontas, Ark.—Farmers' Warehouse & Gin Co. incorporated with C. H. Carter president, William Ulmer vice-president, John N. Jones secretary and treasurer; will erect cotton gin.

COTTONSEED-OIL MILLS

Lockhart, Texas.—Lockhart Oil & Gin Co. incorporated with \$30,000 capital stock by C. T. Rahter and others. (See "Cotton Compresses and Gins.")

Louisville, Ky.—Louisville Cottonseed Products Co., J. J. Caffrey, president, Floyd and K Sts., has let all contracts for building and materials for structures recently described; building commenced; contemplates having plant completed and in operation by January 1; will install machinery from E. Van Winkle Gin and Machine Works, Atlanta, Ga.

Mooreville, N. C.—Lorene Cottonseed Oil Mills incorporated with \$100,000 capital stock by James W. Brown and others; will continue to operate plant; no machinery needed at present; contemplate increasing capacity next season.

Okolona, Miss.—T. G. Montague, Chattanooga, Tenn., has purchased and will operate plant of Okolona Cotton-Oil Mill.

Oriental, N. C.—L. F. McCabe, recently noted to want prices on cottonseed-oil-mill machinery, contemplates erection of mill by fall of 1909.

ELECTRIC-LIGHT AND POWER PLANTS

Albertville, Ala.—Sand Mountain Electric Co. has perfected organization with E. O. McCord president and general manager, W. E. Snead vice-president, J. W. Baker secretary and J. W. Walker treasurer; about to begin installation of steam plant in North Highlands, to furnish Albertville with electric lights, 25-year franchise and contract having been secured; 15 arc and 600 incandescent lights can be furnished. This plant will be operated until arrangements can be made for development of water-power at Short Creek Falls, four miles from Albertville. Wesco Supply Co., St. Louis, Mo., has contract to furnish two 80-horse-power boilers,

one 125-horse-power engine and one 90-kilowatt generator; Downey & Tidmore of Albertville will furnish poles; M. A. Groover, Birmingham, Ala., is electrician in charge. (Recently mentioned.)

Bristol, Tenn.—United Powers Co. (recently mentioned under Abingdon, Va.) is proceeding with plans for water-power-electric plant; will construct two concrete dams, about as follows: 100 feet long, 18 feet wide at bottom, 5 feet wide at top, 12 feet high; river bottom rock; masonry work for bulkheads, power-house, foundations, etc.; power-house will be about 40x30 feet and 25 feet high; will install three 250-horse-power turbines, with 20-foot head automatic regulator for each turbine; three 170-kilowatt 600-volt generators, with exciter and switchboard; 500-kilowatt-transformer capacity, in units of 10, 15, 25 and 50 kilowatts, etc.; will furnish 1000 horse-power daily at first; 20 miles of transmission wire to be erected. Proposals are invited for furnishing and installing machinery required; specifications will be ready November 15, and can be seen at company's Room 102 Sibley Bldg., Newport News, Va., until November 8; after that date at Bristol only; H. J. Palmer, engineer in charge. (See "Machinery Wanted.")

Cameron, N. C.—Regal Hosiery Mills Co. will not operate electric plant; recent report not correct.

Danville, Va.—City awarded contract to Allen-Chalmers Company, Milwaukee, Wis., for equipment to be installed in electric-light plant, including boiler, 500-kilowatt turbo-generator set, etc.; \$22,000 appropriated for improvements; F. Talbot, superintendent Water, Gas and Electric-light Department. (Noted in September.)

Dothan, Ala.—Choctawhatchee River Light & Power Co., lately reported incorporated with \$1,000,000 capital stock, has organized with A. J. Smith, president, 87 North Foster St.; G. S. Kelley, vice-president; W. C. Fritter, secretary; A. C. Kelley, treasurer; proposes to install electric generators operated by water turbines at cost of about \$40,000; date of opening bids not decided.

East Point, Ga.—City has voted \$15,000 of bonds for improvement of electric-light plant. Address The Mayor. (Recently mentioned.)

Elisberry, Mo.—City will install electric-light plant; will erect fireproof structure; one story; 50x30 feet; cost \$2000; cost of plant, \$8000; proposals to be opened November 15; engineer in charge, W. A. Fuller, St. Louis, Mo.

Hattlesburg, Miss.—J. J. Newman Lumber Co. will erect power-house in connection with rebuilding of its lumber plant; building will be of brick, with steel trussed roof and galvanized corrugated covering; boiler-room will contain 10 60x18-inch boilers in marine settings, and power will be furnished by 20x48-inch Corliss engine, to be furnished by Filer & Stowell Company, Milwaukee, Wis. (See "Lumber-manufacturing Plants.")

Lafayette, Ga.—City has indefinitely postponed election for voting on issuance of \$10,000 of electric-light bonds; T. A. Jackson, Mayor. (Recently mentioned.)

Lindsay, Okla.—City will vote on issuance of \$40,000 of bonds for construction of water-works and electric-light plant. Address The Mayor.

Little Rock, Ark.—Little Rock Railway & Electric Co., D. A. Hegarty, general manager, will install 1500 kilowatt turbo-generator at power plant, expending about \$75,000; present capacity of plant about 4000 kilowatts.

Manchester, N. C.—Little River Power & Transmission Co., Fayetteville, N. C., awarded contract through Thomas B. Whitted Company, Charlotte, N. C., to Trump Manufacturing Co., Springfield, Ohio, for 61-inch turbine, gearing and harness work for hydro-electric plant to be built on Little river. (Thomas B. Whitted Company of Charlotte recently mentioned as contractor for erection and equipment of power plant.)

New Cumberland, W. Va.—Panhandle Electric Co. incorporated with \$25,000 capital stock by A. S. Carper of New Cumberland, J. L. Merrill, S. M. Dunbar and Joseph Bryan, all of Pittsburg, Pa., and others.

Norcross, Ga.—City will vote November 4 on issuance of \$5000 electric-light bonds; city to take current from North Georgia Electric Co., which will install transformer station on its power line. If election carries, bids will be wanted on equipment; T. G. Johnson, Mayor. (See "Machinery Wanted.")

Purcellville, Va.—Dr. W. Warrington Evans, Ivandale Farm, Hamilton, Va., will not equip his electrical plant the canning factory recently noted purchased. (Recent notice incorrect.)

Radford, Va.—Central Water-Power Co. has contracted with City Council for lighting city for 15 years; company proposes to erect power-house at mouth of Meadow creek on Little river, and, according to terms of contract, city will build substation in West Ward and wire city, for which \$7000 of bonds have been voted. Address The Mayor.

Siddell, La.—Siddell Light & Ice Co. will install electric-light equipment.

Springfield, Mo.—Drury College will install power plant; building 42x52 feet will be erected; will install two 60-horse-power boilers, 30-kilowatt generator and 5-horse-power engine, direct connected; cost of completed plant, \$20,000; plans by Miller, Opel & Torbett, Springfield; bids received at office of architects until November 9.

Womble, Ark.—Rear State Lumber Co. will install electric-light plant.

FLOUR, FEED AND MEAL MILLS

San Angelo, Texas.—Flour.—Paul Garrett Milling Co., recently noted to establish flour mill, is removing mill from Moody, Texas, to San Angelo; will erect four-story building; frame; rock basement; J. H. Hall, San Angelo, architect and engineer; machinery purchased.

State River Mills, Va.—State River Milling Co., recently noted to rebuild mills on larger scale, is erecting structure 64x32 feet at cost of \$2000; will install machinery for 65-barrel mill; machinery purchased from Albia-Chalmers Co., Milwaukee, Wis. (Recent notice under "Lumber-manufacturing Plants.")

FOUNDRY AND MACHINE PLANTS

Anniston, Ala.—Foundry.—Calhoun Foundry Co., incorporated with \$20,000 capital stock; R. H. Elliott, Birmingham, Ala., president; John M. Stillwell, Anniston, secretary and treasurer; J. J. Farmer, Birmingham, Ala., manager; will take over and operate Alabama Pipe & Casting Co. and Birmingham Concentrating & Iron Co. plants.

Baltimore, Md.—Sewing Machines.—Clark-Peefel Manufacturing Co., previously reported incorporated, has organized with \$250,000 capital stock; Richard B. Clark, 202 Marine Bank Bldg., president; has established plant at Frederick and Fayette Sts.; part of machinery has been installed and operations have begun; contract for \$20,000 of additional machinery has been awarded; plant when complete will have capacity of 200 sewing machines monthly.

Clifton Forge, Va.—Castings.—Clifton Forge Machine & Foundry Co., C. H. Smith, president, recently reported incorporated, will continue Clifton Forge Machine & Foundry Co., heretofore a partnership; daily capacity, two tons gray iron castings; B. C. Goodwin, secretary-treasurer.

Florence, Ala.—Castings.—Florence Machine & Railroad Supply Co., A. J. McGary, president, recently noted to enlarge present plant, will erect 40x30-foot building to cost \$2000; will install molding machinery; equipment mainly purchased.

Gadsden, Ala.—Water-pipe Foundry.—S. E. Jordan advises that he is not interested in proposed establishment of \$100,000 water-pipe foundry recently mentioned, further than to assist interested parties in locating; names of parties not yet announced.

Hannibal, Mo.—Machine Shop and Garage.—E. C. Long Manufacturing Co. will erect four-story garage and machine-shop building; 50x125 feet; fireproof structure; steam heat; electric lighting; hand-power elevator; cost of building not estimated; plans by M. S. Martin, Hannibal; contract to be awarded about November 15.

Hawkinsville, Ga.—Iron Foundry, etc.—Moore Iron Works and Foundry incorporated with \$20,000 capital stock by H. Radich and R. A. Moore.

Memphis, Tenn.—Laundry Machinery.—Memphis Laundry Machinery Co. has increased capital stock from \$10,000 to \$25,000.

Memphis, Tenn.—Foundry.—W. H. Wharton and E. L. Traylor will establish foundry and machine shop; will manufacture brass, bronze, bell metal, gray iron casting and special machinery; will also conduct blacksmithing and repair departments.

New Orleans, La.—Railway Cars, Etc.—International Car Co. has purchased 37 acres of land as site for proposed plant; will arrange to erect buildings, 80x1200 feet, of steel and corrugated iron; plans and specifications are being prepared and machinery is being selected. This company reported in-

corporated in August with capital stock of \$350,000, for building and repairing cars, locomotives, etc., and its equipment to include electric motor driven machinery for wood and iron working, etc. President, C. A. Ralston of Ralston & LeBaron, Chicago, Ill.; general manager, A. T. LeBaron, at company's office, 1023 Maison Blanche Bldg., New Orleans.

Wilson, N. C.—R. W. Gadd, Box 524, and others contemplate equipment of machine shop. (See "Machinery Wanted.")

GAS AND OIL DEVELOPMENTS

Arcadia, La.—Home Oil & Gas Co. incorporated with \$3600 capital stock; B. E. Roberts, president; J. E. Thompson, vice-president; Myal Green, secretary; A. L. Crowson, treasurer.

Bartlesville, Okla.—Zorner Oil Co. incorporated with \$25,000 capital stock by John Shartzer, A. H. Pettigrove and J. T. Shipman.

Dallas, Texas.—Dallas Gas & Oil Co. incorporated with \$25,000 capital stock by R. E. Dodson, John C. Haupt, John Davis and others.

El Paso, Texas.—Dayton Gas & Oil Co., Dayton, N. M., Joseph J. Boyd, secretary and manager, proposes construction of gas pipe line from Dayton, N. M., to El Paso.

Houston, Texas.—Patillo Higgins Coal, Oil & Gas Co. organized with \$1,000,000 capital stock; Patillo Higgins, general manager. (See "Coal Mines and Coke Ovens.")

Shawnee, Okla.—Palatine Oil Co. incorporated with \$8000 capital stock by F. E. Hackethorn, F. M. Arnold and Mary M. Arnold.

Tulsa, Okla.—Campbell Oil Co. incorporated with \$10,000 capital stock by A. Campbell, N. Wittmer and H. Wittmer.

ICE AND COLD-STORAGE PLANTS

Argenta, Ark.—Larkins & Chichester are remodeling building for cold-storage and meat-packing plant.

Bartow, Fla.—C. H. Brown will establish ice plant; construction completed; machinery not yet installed.

Berryville, Va.—Berryville Ice Co., recently reported organized, will establish ice and cold-storage plant of eight tons daily capacity; will erect frame building 40x60 feet; ordinary construction; electric lighting; machinery from Frick Co., Waynesboro, Pa.; cost of building and equipment, \$10,000; plant to be in operation by March 1; W. T. Lewis, president and general manager; W. A. Macomb, secretary; John B. Nell, treasurer; J. E. Morris, engineer in charge.

Cordele, Ga.—H. L. Mize, Americus, Ga., has purchased plant of Cordele Ice Co.; new buildings will be erected to replace present structures and entire plant re-equipped; equipment will include two 125-horse-power boilers; capacity of plant to be 30 tons daily; cost about \$35,000; Mr. Mize also contemplates establishment of cold-storage warehouse.

Des Arc, Ark.—McQueen & Fink will establish 12-ton ice plant; will erect 40x60-foot building of frame and concrete, to cost \$1500; has placed order with Henry Vogt Machine Co., Louisville, Ky., for machinery to cost \$5500. (Recently mentioned.)

Florence, S. C.—Phoenix Ice Co. will increase capital stock to \$50,000; will erect 15-ton addition to present 30-ton plant; coils and fittings, etc., to be installed; L. H. Meares, secretary and treasurer. (See "Machinery Wanted.")

Kansas City, Mo.—Mutual Ice & Cold-Storage Co. will erect \$15,000 cold-storage warehouse.

Nettleton, Ark.—F. Kelch Manufacturing Co. will not install ice plant. (Recently incorrectly reported.)

Nowata, Okla.—Crystal Ice & Power Co., recently reported incorporated, will establish 15-ton plant; will erect brick building of ordinary construction at cost of \$2000; cost of machinery, \$11,000; E. B. Lawson, president; D. D. Howell, vice-president; H. G. Garnett, secretary-treasurer; M. F. Wilkinson, manager.

Statesboro, Ga.—Sing Bros. of Savannah, Ga., and Sumter, S. C., contemplate establishment of ice plant at Statesboro.

Tampa, Fla.—Tropical Ice & Cold Storage Co. will rebuild plant recently reported destroyed by fire; new plant to have same capacity as before, 100 tons daily.

Urbana, Va.—J. W. Hurley will rebuild ice plant recently reported burned; capacity, 10 tons; can plant; wood buildings to be erected; will install machinery; W. H. Randolph, engineer in charge.

Waco, Texas.—F. D. Banning will install, it is reported, six-ton refrigerating machine.

Wheeling, W. Va.—Kloss Ice Cream Co. will install ice plant.

IRON AND STEEL PLANTS

Buena Vista, Va.—Iron Furnace.—Alleghany Ore & Iron Co., W. W. Taylor, general superintendent, is repairing Buena Vista furnaces preparatory to operation by January; office address, West Street Bldg., 140 Cedar St., New York.

LUMBER-MANUFACTURING PLANTS

Bluefield, W. Va.—Georgia Lumber Co. will erect warehouse and office building; four stories and basement; 50x160 feet; stone basement; concrete floors; brick walls; freight elevators; composition roof; warehouse construction; electric lighting; cost about \$30,000; possibly woodworking machinery to be installed; architect, T. T. Carter, 7 Lazarus Bldg., Bluefield; contractor for brick work, D. W. Fulp.

Canton, N. C.—Champion Transportation Co. incorporated with \$100,000 capital stock by Omer Carr, C. S. Bryant and R. B. Robertson; to construct two lumber flumes up Balsam mountain, in Jackson and Swain counties, one 7 miles and other 39 miles long.

Dothan, Ala.—Snythe Lumber Co. incorporated by C. W. Lamar, J. M. Snythe and C. R. Talley.

Ellisville, Miss.—Ellisville Lumber Co. is having plans prepared by W. P. Craft, Ellisville, for saw and planing mill to replace burned plant; sawmill will be equipped with two band saws instead of two horizontal saws as in old mill. (Recently mentioned.)

Evenwood, W. Va.—Meadow River Lumber Co., capitalized at \$800,000, plans development of 300,000,000 feet hardwood on coal tract and nearby lands; is now building Sewall Valley Railroad; will be in market from now on for large amounts of machinery and supplies, including sawmill and town equipment; main offices of company, Evenwood; Chas. E. Andrews, Jr., treasurer, New Bethlehem, Pa. (See "Coal Mines and Coke Ovens" and "Machinery Wanted.")

Ewing, Ga.—C. M. Council, Americus, Ga., and others will establish sawmill recently mentioned (under Americus, Ga.); plans not sufficiently matured to announce details; as contemplated, plant and machinery will cost about \$50,000 and have daily capacity of from 50,000 to 75,000 feet lumber.

Fish Pond, La.—Lephew & Unger, Dermott, Ark., have, it is reported, purchased 30,000,000 feet of cypress and cottonwood timber at Fish Pond; sawmill with capacity of 50,000 feet daily and tram-car route will be constructed.

Glenwood, Ark.—Glenwood Lumber Co., recently reported incorporated, will establish plant of 50,000 feet daily capacity yellow-pine lumber; will erect planing mill 150x100 feet and 75x150-foot sawmill; cost of buildings and machinery \$11,000; machinery, etc., purchased; Geo. T. Mickle, president; E. R. Darlington, vice-president; A. V. Alexander, secretary, treasurer and general manager.

Hattiesburg, Miss.—J. J. Newman Lumber Co. (recently noted awarding contract to Flier & Stowell Company, Milwaukee, Wis., for machinery) has about completed arrangements for rebuilding plant; main building to be 60x225 feet, with wing 32x48 feet, in which lath mill will be installed; lower floor, saw floor and filing-room floor will be of concrete; sorter platform, about 150 feet long, and timber dock, about 60x200 feet, will be steel, with concrete foundations; log slide and log deck will be steel; equipment will include two eight-foot band mills, with wheels for 14-inch saw and horizontal band resaw, with six-foot wheels for 10-inch saw; power plant will be in separate building; brick; steel trussed roof and galvanized corrugated covering; boiler-room will contain 10 66x18-inch boilers in marine settings, and power will be furnished by 30x48-inch Corliss engine; capacity of plant 150,000 feet per 11 hours; estimated cost \$200,000.

Hurlburt, Ark.—C. D. Bridges Lumber Co., Memphis, Tenn., has purchased plant and about 7,000,000 feet of stumpage of Choctaw Lumber & Shingle Co. at Hurlburt; will make improvements to and operate plant and develop property. (Recently mentioned under Memphis, Tenn.)

Keller, Va.—B. W. Waller & Co. incorporated with \$25,000 capital stock; E. S. Adkins, Salisbury, Md., president; G. W. Mapp, Orangeville, Va.; vice-president; J. W. Humphreys, Salisbury, Md., secretary.

Laurelia, Texas.—Vaughan Lumber Co., Houston, Texas, will rebuild lumber plant

reported destroyed by fire at Laurelia; loss \$30,000.

Memphis, Tenn.—Ryan-Stinson Lumber Co. incorporated with \$60,000 capital stock by Jacob V. Stinson, Philip R. Ryan, James E. Ryan and others.

Mobile, Ala.—A. J. Spencer Lumber Co. incorporated with \$10,000 capital stock; A. J. Spencer, president; Henrietta M. Spencer, vice-president; W. M. Ryan, secretary.

Napoleonville, La.—Napoleon Cypress Co. will overhaul and repair sawmill.

Nashville, Tenn.—F. W. Black Lumber Co. is arranging to rebuild plant recently reported destroyed by fire; new structure to be of reinforced concrete. (Recently mentioned.)

Norfolk, Va.—Deep River Lumber Corporation incorporated with \$100,000 capital stock; Z. H. Powell, president; L. E. Diggs, secretary.

Oklahoma City, Okla.—Consolidated Sawmill Co. incorporated with \$75,000 capital stock by J. E. Crawford, H. B. Crawford, James E. Crawford and others; branch office and jobbing department at St. Louis, Mo.

Plainview, Ark.—Fort Smith Lumber Co., C. W. Jones, general manager, will install machinery to increase capacity of mill to 60,000 feet; equipment to include band resaw, carriage, steam nigger, log turner and lath machinery. (See "Machinery Wanted.")

St. Louis, Mo.—Fullerton-Stuart Lumber Co. incorporated with \$50,000 capital stock by S. H. Fullerton, C. I. Millard, Frank Goepel and J. C. Kremer.

Waycross, Ga.—Hebard Cypress Co., main offices at Scranton, Pa., will develop Okefenokee Swamp, as reported recently; controls about 27,000 acres of land, from which the timber will be cut; will build mills for cutting timber into merchantable lumber, mainly cypress; plans to construct 50-mile railway for transportation purposes; company is capitalized at \$1,000,000.

Wilmington, N. C.—Lewis Lumber Co. incorporated with \$50,000 capital stock by W. L. Lewis, W. C. Lewis and L. Lewis.

Womble, Ark.—Rear State Lumber Co. will, it is reported, rebuild sawmill No. 3, reported destroyed by fire.

MINING

Cline, Texas.—Asphalt.—J. H. Briggs, Ernest Critzer, James Simpson and Frank H. Wash, all of San Antonio, Texas, are inspecting asphalt mine at Cline with view to reopening same.

Joplin, Mo.—Lead and Zinc.—Royal Lead & Zinc Co. incorporated with \$200,000 capital stock by J. A. Hanway, Alphonzo Munger, Henry Untermyer and others.

Joplin, Mo.—Lead and Zinc.—All Around The Clock Mining Co. incorporated with \$50,000 capital stock by George W. Pearson, Fred W. Kelsey, E. C. Holt and others.

Mulberry, Fla.—Phosphate.—Prairie Pebble Phosphate Co., C. C. Martin, general manager, will rebuild plant reported destroyed by fire; loss about \$100,000; main office, Savannah, Ga.

Wellsville, Mo.—Fire Clay.—Eugene Green, St. Louis, Mo., will develop fire-clay deposits. (See "Coal Mines and Coke Ovens.")

Yellville, Ark.—Lead and Zinc.—Blue John Mining Co. reorganized with \$100,000 capital stock; C. H. Rudolph, Kansas City, Mo., president; W. A. Chapman, vice-president and secretary; C. Gallahan, treasurer, both of Yellville; has purchased interests of Reynolds Mining Co. in Marion county and will resume operations.

MISCELLANEOUS CONSTRUCTION WORK

Beaumont, Texas.—Wharf.—City has voted \$50,000 of bonds for wharf construction; present plan is to build wharf 700 feet long with brick warehouse entire length of wharf. Address The Mayor.

Devall Bluff, Ark.—Canal.—H. N. Pharr, Memphis, Tenn., is promoting organization of company to construct canal which will tap White river at Devall Bluff and furnish water for rice fields on Grand prairie; canal will be about 200 feet wide at head and be built mainly on top of ground by levying up sides in low places and cutting down in high places; lateral canals, ditches and smaller subdivisions will branch out from main canal; about 1000 acres will be irrigated; proposed to build pumping station near Devall Bluff, which will furnish water for canal and power for rice-cleaning mill to be installed.

Fort Worth, Texas.—Levee.—Tarrant County Commissioners have taken preliminary action toward construction of levee 12 feet

high along banks of Trinity river; proposed plans embrace 12 miles of frontage and will cost about \$75,000. Henry Dixon of Fort Worth has been appointed to make survey of district.

Jennings, La.—Canal.—J. F. Hervey, engineer, estimates cost of constructing deep-water canal from Bayou Nezpique to Jennings, distance of about two and one-half miles, at \$25,000; canal as planned will be about 50 feet wide on bottom and probably from 100 to 125 feet at top; George A. Courtney, Charles D. Andrus and others have been appointed committee on finance. (Recently mentioned.)

Kingsville, Texas.—Irrigation.—Algodon Land & Irrigation Co. incorporated with \$50,000 capital stock by Robert J. Kleberg, Mrs. Henrietta M. King, Ernest L. and Geo. C. Hoffman.

Middle, Ala.—Docks and Wharves.—J. T. Jett Construction Co. of Mobile is lowest bidder for building docks and wharves at Choctaw Point, Mobile, for Markley & Miller, 810-811 Antwerp Bldg., Mobile; Home Dredging Co. of Mobile is only bidder for dredging. (Recently mentioned.)

New Orleans, La.—Levee.—Board of Commissioners, Orleans Levee District, Room No. 15 Masonic Temple, will construct new levee from Alabo street to St. Maurice avenue; to be about 640 feet long; contents about 13,000 cubic yards of earth; bids to be opened November 10; Jules C. Koenig, president, and Peter E. Muntz, secretary. (See "Levee Construction" in "Machinery, etc., Wanted.")

New Orleans, La.—Wharves.—Board of Commissioners of Port of New Orleans approved plan of wharf 400 feet long, also for proposed steel shed to be erected on St. Andrew street wharf and additions to Celeste-street steel shed. These improvements are being considered by the Leyland Line in accordance with contract. Board is at present having constructed wharf 1824 feet long, and is considering extending structure 1376 feet farther.

MISCELLANEOUS ENTERPRISES

Asheville, N. C.—Coal.—Southern Coal Co. incorporated with \$5000 capital stock by W. J. and D. C. Sproule, W. W. Vann and others.

Atlanta, Ga.—Motor Cars.—Fulton Motor Car Co. incorporated with \$3000 capital stock by R. F. Ingram, Paul Michael and J. E. Levi.

Augusta, Ga.—Land Development.—South-eastern Development Co. incorporated with \$10,000 capital stock and privilege of increasing to \$100,000 by E. R. Morrow, J. C. Morrow, W. H. Toole and others. Address company, care of Cobb & Erwin, Athens, Ga.

Bartlesville, Okla.—Electrical Supplies.—Cherokee Electrical Supply Co. incorporated with \$3000 capital stock by J. P. Anderson, R. F. Cooper and J. T. Shipman.

Birmingham, Ala.—Electrical Supplies.—Wesco Supply Co. of Alabama incorporated with \$5000 capital stock; Roger V. Scudder, president; Charles Scudder, Jr., vice-president; W. W. Moore, secretary and treasurer.

Columbia, Tenn.—Abattoir.—City will establish public abattoir. Address The Mayor.

Devall Bluff, Ark.—Rice-cleaning Mill.—H. N. Pharr and others contemplate organization of company to establish rice-cleaning mill. (See "Miscellaneous Construction.")

El Paso, Texas.—Road Construction.—Petro- lithic & Construction Co. incorporated with \$10,000 capital stock by L. T. Botton, G. C. Meyer and M. Blumenkranz.

El Reno, Okla.—Grain Elevators.—Farmers' Elevator Co. will enlarge grain elevator in El Reno, as well as those in the county.

Kansas City, Mo.—Automobile Tops and Supplies.—Pioneer Automobile Top & Supply Co. incorporated by George Muehlbach, Carl Muehlbach and Walter H. Prier.

Little Rock, Ark.—Cotton.—Farmers' Union Cotton Co. incorporated with \$25,000 capital stock; R. D. McCulloch, Beebe, Ark., president; G. S. Strobough, vice-president; B. A. Meadows, secretary and treasurer, both of Little Rock.

Louisville, Ky.—Plumbing.—Stancell & Riddle Company incorporated by Charles L. Riddle, Jr., Mrs. Lida Stancell and Mrs. Susie Riddle.

Madison, Fla.—Tobacco Cultivation.—Frailigh Tobacco Co. incorporated with \$250,000 capital stock; A. E. Frailigh, Madison, president; E. W. Menefee, Pensacola, Fla., first vice-president; T. C. Smith, Madison, second vice-president; S. J. Cassels, Montgomery, Ala., treasurer; site of development, near Madison, Fla.; central office, Montgomery, Ala.

Marion, S. C.—Steam Laundry.—Marion

Steam Laundry organized by B. F. Jane and G. E. Lupo; will erect suitable building, 60x40 feet; mill construction; fireproof; cost of building \$550; cost of machinery \$1900. (Recently mentioned.)

Memphis, Tenn.—Grain Elevator.—Merchants' Elevator Co. incorporated with \$50,000 capital stock by L. W. McCord, J. B. Horton, Allan J. Moore and others.

New Orleans, La.—Colony.—Consolidated Land Co. incorporated with \$250,000 capital stock; Frank Daniels, president and vice-president; J. T. Delehay, 1023 Canal St., New Orleans, secretary; will establish summer colony; water-works and sewerage plants will be installed at cost of about \$15,000; company has awarded contract to R. C. Huston, 726 Maison Blanch Bldg., New Orleans, for erection of 41 cottages, to cost about \$50,000; plans by Crosby & Henkle, Morris Bldg., New Orleans.

New Orleans, La.—Plumbing.—Novelty Plumbing Co. incorporated with \$3000 capital stock; A. M. Rennyson, president; John Rennyson, secretary and treasurer; will erect building 30x100x28 feet; ordinary construction; cost \$2000; machinery purchased. (See "Machinery Wanted.")

Northfolk, W. Va.—Land Development.—Northfolk Realty Co., Box 16, recently noted (under "Miscellaneous Structures") to erect two-story brick business building, will develop 42 acres of land near Northfolk; L. E. Tierney, Powhatan, W. Va., president; John L. Lincoln, Elkhorn, vice-president; L. H. Clarke, Kyle, W. Va., secretary and treasurer; contemplates development of town; now planning for building of retaining walls and bridges; in addition to business structure recently noted, architects are preparing plans for five buildings; plans are under way for sewage and water systems and for electric line.

Rockport, Texas.—Steam Laundry.—C. C. Palne, C. G. Johnson and S. B. Sorenson have organized company to establish steam laundry.

Rockport, Texas.—Steam Laundry.—Rockport Steam Laundry incorporated by C. G. Robinson, C. C. Palne and S. B. Sorenson.

San Benito, Texas.—Contracting.—Hidalgo Construction Co. incorporated with \$10,000 capital stock by L. O'Bryan, S. A. Robertson and others.

St. Louis, Mo.—Contracting.—Contractors' Building Co. incorporated with \$15,000 capital stock by R. F. Kilgen, Joseph Kelly and J. T. Bradley.

St. Louis, Mo.—Coffee Mills.—Norwine Coffee Co. incorporated with \$10,000 capital stock by P. P. McVeigh, A. J. Jans, A. W. Waddell and others.

St. Louis, Mo.—Publishing.—Delco Printing & Publishing Co. incorporated with \$10,000 capital stock by M. M. Ahrens, Wm. F. Carter and D. B. Wilson.

St. Louis, Mo.—Land Improvement.—Fern Realty & Building Co. incorporated with \$5,000 capital stock by Harry A. Mephan, E. A. Mephan and J. D. Healy.

St. Louis, Mo.—Contracting.—Taubert Construction Co. incorporated with \$12,000 capital stock by Alvin G. Taubert, E. Mason Roberts and Frank X. Helmenz.

St. Louis, Mo.—Electric Planos.—International Electric Piano Co. incorporated with \$50,000 capital stock by B. Manovill, Samuel May, M. D. Gross and others.

St. Louis, Mo.—Land Improvement.—Samoto Realty & Building Co. incorporated with \$5,000 capital stock by A. Blair Ridgton, Samuel J. Coulter, O. L. Rauck and others.

St. Louis, Mo.—Contracting.—American Electric & Engineering Co. incorporated with \$50,000 capital stock by Albert E. Green, Albert N. Edwards, George L. Edwards and others.

St. Louis, Mo.—Publishing.—Mothers' Publishing Co. incorporated with \$25,000 capital stock by Walter A. Eldson, Thad Linck and James C. Holmes.

St. Louis, Mo.—Contracting.—Contractors' Building Co. incorporated with \$15,000 capital stock by R. F. Kilgen, Joseph Kelly, J. T. Bradley and others.

Vicksburg, Miss.—Laundry.—Vicksburg Sanitarium will install laundry machinery in addition, for which plans are being prepared. (See "Miscellaneous Structures.")

Weatherford, Texas.—Publishing.—Democrat Publishing Co. incorporated with \$7500 capital stock by R. H. McCarty, R. K. Phillips and H. L. Moseley.

MISCELLANEOUS MANUFACTURING PLANTS

Amarillo, Texas.—Mattresses and Furniture.—Panhandle Mattress & Furniture Co.

incorporated with \$5000 capital stock by C. W. White, R. C. Curry and J. B. Moffett.

Baltimore, Md.—Bottling.—George Gunther, Jr., Brewing Co., 1211 South 3d St., has had plans prepared by Otto G. Simonson, American Bldg., Baltimore, for bottling plant at Toone and 3d street; two stories; brick; fireproof; site 50x100 feet; slate roof; exterior ornamental buff brick; steel construction; contractors estimating include Henry Smith & Son, 116-20 South Register St.; George Bunnecke & Sons, 305 St. Paul St., and Frederick Decker & Son, 1209 East Biddle St., all of Baltimore.

Birmingham, Ala.—Leak Detector.—Wehavit Manufacturing Co. incorporated with \$8000 capital stock; Jeremiah Foley, president; D. F. Gibson, first vice-president; O. T. White, second vice-president; H. P. Whiteside, secretary and treasurer.

Chattanooga, Tenn.—Cigars.—Alba-Reina Cigar Co. will be incorporated by John S. Whigham and others with \$20,000 capital stock; to manufacture cigars in Chattanooga and Tampa, Fla.; may erect three-story building, 25x50 feet, to cost about \$7500, with \$700 for furniture and fixtures; no machinery needed; Mr. Whigham's present address, 816 Georgia Ave., Chattanooga.

Columbus, Ga.—Bagging and Ties.—Columbus Bagging & Tie Co. awarded contract to Jordan Company, Columbus, for erection of factory building; 60x130 feet; cost about \$2500. As soon as building is completed company will install machinery and operate.

Covington, La.—Sugar.—G. E. Sanford is organizing, it is reported, co-operative cane-growers' association and proposes establishment of sugar factory, using patented process of clarifying and preserving cane syrup without sulphur, etc.

Dallas, Texas.—Lignite Briquettes.—W. T. Baker and associates contemplate organization of company to manufacture briquettes from lignite. (See "Machinery Wanted.")

DeWitt, Ark.—Rice Mill.—Arkansas Rice Mill & Development Co. incorporated with \$100,000 capital stock; J. W. Allen, president; T. B. Gibson, vice-president; C. P. Boll, secretary; C. T. Frick, treasurer.

Ducktown, Tenn.—Sulphuric Acid.—Tennessee Chemical & Fertilizer Co. incorporated with capital stock of \$10,000,000. It is controlled by Tennessee Copper Co., which has expended about \$1,000,000 for acid plant and experiments in manufacturing sulphuric acid from fumes at copper plant; present plant has annual capacity of 120,000 tons of acid, and will be increased probably to 360,000 tons during next year; main offices at 11 Broadway, New York.

Gadsden, Ala.—Marble Works.—Southern Marble & Stone Co., J. W. Cearley, president, recently noted organized to establish plant for monumental and cut-stone work, will erect fireproof building 30x50 feet at cost of \$500; will install motor-driven air compressor with eight pneumatic hammers.

Gainesville, Texas.—Wire Fencing.—W. H. Rogers & Son, Adrian, Mich., proposes establishment of plant in Gainesville to manufacture wire fencing.

Galveston, Texas.—Chemicals.—Interstate Chemical Co. incorporated with \$15,000 capital stock by Julius Jockusch, C. A. Weatherington, R. Lee Kemper and others.

Grand Cane, La.—Syrup.—M. M. Bannerman & S. E. McMichael will enlarge syrup plant.

Greensboro, N. C.—Candy.—Ideal Candy Co. incorporated with \$20,000 capital stock by C. W. Williams, N. R. Hamm and C. W. Munsey.

Hattiesburg, Miss.—Denatured Alcohol.—Lignum Produce Co. will probably be reorganized to resume the manufacture of denatured alcohol.

Houston, Texas.—Brushes.—Houston Brush Manufacturing Co. organized with W. C. Willis, manager; will establish plant for manufacturing brushes; located at 614 Milam street.

Kansas City, Mo.—Medicine.—Doctor Brannaman Remedy Co. incorporated with \$30,000 capital stock by G. M. Brannaman, P. M. Perkins and Frank H. Horn.

Macon, Ga.—Mattresses, Furniture, etc.—Macon Mattress Manufactory, recently reported incorporated by J. H. Ivey and others, will lease buildings and equip with machinery to make mattresses, springs, pillows, comforts and parlor furniture; will install gins, gas engine, belts, pulleys, sewing machines, packing sluces, conveying and wire-working machinery, tools and cabinet and upholsterers' equipment. (See "Upholstering Materials" in "Machinery, etc., Wanted.")

Malvern, Ark.—Bakery.—City Bakery will erect one-story brick building; 25x100 feet;

ordinary construction; cost \$2500; capacity of bakery, 700 loaves daily.

Lecompte, La.—Sugar Refinery.—F. G. Drouet is promoting establishment of sugar refinery.

New Orleans, La.—Glassware and Cork.—Loubat Glassware & Cork Co. has had plans prepared by Julius Koch, New Orleans, for two four-story brick factory buildings.

New Orleans, La.—Paving Material.—New Orleans Paving & Roofing Co., Ltd., organized with \$250,000 capital stock; O. B. Delord, president; John Muller, vice-president; W. B. Lancaster, treasurer; F. P. Quinlan, secretary; to manufacture paving material from waste and garbage.

Richmond, Va.—Chemicals.—Industrial Chemical Co. incorporated with \$100,000 capital stock; Charles B. Branner, president; E. M. Long, treasurer; Thomas B. Sneed, secretary.

Richmond, Va.—Distilling.—Virginia Distilling Co. incorporated with \$30,000 capital stock; G. A. Jackson, president, Salisbury, N. C.; W. K. Allen, secretary and treasurer; A. H. Cloninger, manager, both of Richmond.

Salem, Va.—Plate Glass.—Pittsburg Plate Glass Co., Pittsburg, Pa., has, it is reported, purchased site near Salem and will establish glass plant at total expenditure of \$1,500,000.

Sherman, Texas.—Bottling.—Sherman Coca-Cola Bottling Works incorporated with \$10,000 capital stock by J. C. Bogue, J. V. Thomas and C. A. Hopson.

St. Augustine, Fla.—Cigars.—Sola-Martinez-Carcaba Company awarded contract to B. E. Pacetti & Son for erection of cigar factory recently mentioned; brick; three stories and basement; wood floors, doors and windows; partly heated by steam; sewerage; electric lights; capacity 20,000 cigars daily; cost about \$15,000; plans by Fred Hendricks, St. Augustine.

Strasburg, Va.—Chemicals.—Maphis Chemical Co. incorporated with \$5000 capital stock; B. F. Maphis, president; F. D. Maphis, treasurer; S. L. Burgess, secretary; will manufacture dentifrices, dental preparations, etc.; will install drugists' supplies. (See "Machinery Wanted.")

St. Louis, Mo.—Chemicals.—Vilatone Chemical Co. incorporated by R. C. Bruce, A. Lindenbaum and C. G. Swafford.

St. Louis, Mo.—Bakery.—Compton Heights Bakery Co. incorporated by Annie Vogel, Adolph Vogel and Amelia Vogel.

St. Louis, Mo.—Fred Medart Manufacturing Co. incorporated with \$30,000 capital stock by August Medart, Edward J. Medart and Philip S. Medart.

St. Louis, Mo.—Candy.—Golden Candy Co. incorporated with \$5000 capital stock by Venter Parr, James R. Brashear and Marcus McGahay.

St. Louis, Mo.—Drugs and Chemicals.—Lloyd Tonic Treatment Co. incorporated with \$200,000 capital stock by James W. Ewing, Harry S. Collins, Martin Westerfield and others.

St. Louis, Mo.—Hummell Manufacturing Co. incorporated with \$16,000 capital stock by C. M. Hummell, F. J. Adelsberger and T. C. Campbell.

Tampa, Fla.—Cigars.—Alba-Reina Cigar Co. will be incorporated by John S. Whigham and others, to manufacture cigars in Tampa and in Chattanooga, Tenn. (See Chattanooga.)

Webb City, Mo.—Powder.—Home Powder Co. incorporated with \$50,000 capital stock by G. N. Spiva, Roy M. Gale and Pearle C. Gale.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Amarillo, Texas.—Pecos & Northern Texas Railway Co., Avery Turner, vice president and general manager, awarded contract for re-erection of shops recently burned; 12-stall roundhouse to be erected; 300-ton coal chute and standard mechanical sandhouse; brick; mill construction; fireproof; cost \$50,000; no machinery needed.

Hopfield, Ark.—Chicago, Rock Island & Pacific Railway, J. B. Berry, chief engineer, Chicago, Ill., awarded contract, it is reported, to Dalhoff Construction Co., Little Rock, Ark., for construction of terminal yards at Hopfield; expenditure about \$200,000.

Leesville, La.—Kansas City Southern Railway, A. F. Rust, resident engineer, Kansas City, Mo., does not contemplate building in near future roundhouse and repair shops at Leesville, recently mentioned.

Mangum, Okla.—Southwestern Interurban Railroad, J. W. Solomon, Reed, Okla., president, will construct repair shops and power station at Mangum.

Somerset, Ky.—Queen & Crescent Route, H. E. Warrington, chief engineer, Cincl-

nati, Ohio, will, it is reported, construct repair shops for freight and passenger cars at Somerset.

Velasco, Texas.—Houston & Brazos Valley Railroad, Felix Jackson, general manager, Velasco, will soon begin construction of proposed wharves and coal elevator; expects to expend \$150,000 in improvements.

ROAD AND STREET IMPROVEMENTS

Ashland, Ky.—City will construct vitrified-brick pavements, concrete curb and gutter and concrete headers; approximate quantities are 44,450 square yards paving, 21,000 linear feet combined curb and gutter and necessary catch basins for same, 8500 linear feet concrete headers; J. O. Mathewson, Mayor. (See "Paving" in "Machinery, etc., Wanted.")

Catlettsburg, Ky.—City will open bids November 5 for construction of sawed-stone or concrete sidewalks on Louisa, Main and Division streets; R. A. Field, Mayor; Hugh Hatfield, City Clerk. (See "Paving" in "Machinery, etc., Wanted.")

Charlotte, N. C.—Charlotte Consolidated Construction Co. will expend about \$20,000 in car-track improvements on South Tryon street; center and short space on either side of outside rails will be paved with vitrified brick.

Chattanooga, Tenn.—Board of Public Works, H. F. Van Dusen, chairman, has deferred action on bids received for brick paving on 3500 foot roadway on East Main street; will readvertise. (Recently mentioned.)

Coweta, Okla.—City will vote on issuance of \$80,000 of bonds for paving, construction of water-works, etc. Address The Mayor.

Dallas, Texas.—City will pave portion of Jackson street; bids to be opened November 11; J. B. Winslett, City Secretary. (See "Paving" in "Machinery, etc., Wanted.")

El Reno, Okla.—City will open bids November 6 for grading, curbing, guttering, paving with sheet asphalt, etc., various streets in Improvement District No. 2, including Roberts, Bickford, Hoff and Macomb avenues, Russell, Wade and Penn streets, etc.; width ranges from 30 to 60 feet; five-inch concrete base; L. G. Adams, City Clerk. (See "Paving" in "Machinery, etc., Wanted.")

Hagerstown, Md.—Washington County Commissioners rejected all bids, ranging from \$20,000 to \$25,000, for construction of Charlton road, and decided instead to macadamize road at cost of \$3000. (Recently mentioned.)

Jackson, Tenn.—City awarded contract to West Construction Co., Chattanooga, Tenn., at \$23,564.04 for constructing cement pavements and storm sewers on Royal street; Atwell Thompson, City Engineer. (Recently mentioned.)

Little Rock, Ark.—City has finally closed contract with Joseph McCoppin of Little Rock for proposed paving with brick of Main street from 9th to 24th street, estimated to cost about \$60,000; \$45,000 of bonds will be issued; \$12,000 will be furnished by city and \$12,000 by county, making total of \$69,000 available. Little Rock Railway & Electric Co. will expend about \$175,000 in paving along 11,300 feet of trackage in South Main street and West 3d street districts, 10,600 feet being double-trackage; company will pave between rails and about two feet outside of rails; Mr. McCoppin will begin work as soon as the railway company's paving is completed. City awarded contract to I. P. Shelby of Little Rock at \$59,549 for paving about two miles in West 3d Street Improvement District with brick, as recently mentioned.

Montgomery, Ala.—Abraham Bros. of Montgomery have contract at about \$6000 for grading and graveling Coosada Ferry road from Pickett Springs four miles toward the river; J. T. Bullen, County Engineer. (Recently mentioned.)

Norfolk, Va.—City contemplates improvements to Westover and Graydon avenues, Leigh, Matsaca and Claremont streets, for which \$60,000 appropriation is under consideration, and paving Graydon and Colonial avenues, for which \$11,500 appropriation is under consideration. If favorable action is taken on \$60,000 appropriation, it is proposed to construct water-works and sewerage in streets named. Finance committee of Councils has approved both appropriations; W. T. Brooke, City Engineer.

Nashville, Tenn.—Board of Public Works awarded contract to E. T. Lewis Company at 75 cents per square yard for repaving Cumberland River Bridge with vitrified brick; G. B. Woodward at \$1351.85 for improving Helman street, and to Curtis & LeSueur at \$1025 for improving Clinton street; all of Nashville.

New Orleans, La.—City will pave Pine street with chert and Carondelet, Short, South Franklin, Spruce and Octavia streets with asphalt; bids to be opened November 9 for Spruce and Octavia streets and November 11 for remaining streets; Charles R. Kennedy, Comptroller. (See "Paving" in "Machinery, etc., Wanted.")

Orangeburg, S. C.—City will open bids November 18 for grading, paving and drainage of West and East Russell streets, consisting of about 8700 square yards of improved pavement, and 1800 linear feet of 20-inch to 10-inch drains, with manholes, inlets, etc.; J. W. H. Dukes, Mayor; Edward Hawes, Jr., City Engineer. (See "Paving" in "Machinery, etc., Wanted.")

Pascagoula, P. O. Scranton, Miss.—City awarded contract to Sullivan & Davis Contracting Co., Montgomery, Ala., for improvements to Krebs avenue, Cedar, Magnolia and other streets; work will include concrete curbs and gutters with necessary sewers; to cost about \$30,000.

Roanoke, Va.—Finance committee will recommend bond issue of \$600,000 for street improvements. Address The Mayor.

Vinita, Okla.—City will construct about two miles of concrete combined curb and gutter; curb to be 8x14 inches; gutter 6 inches x 2 feet; 12,000 square yards brick paving on five-inch concrete base; 6000 cubic yards street grading; 5400 square yards oil macadam; bids to be opened November 10; G. P. Fogle, City Clerk. (See "Paving" in "Machinery, etc., Wanted.")

SEWER CONSTRUCTION

East Point, Ga.—City has voted \$30,000 of bonds for construction of sewerage system; E. H. Davis, Griffin, Ga., is engineer; J. C. McKenzie, Mayor. (Recently mentioned.)

Hereford, Texas.—City has begun construction of sewer system, for which bonds have been voted and sold. Address The Mayor. (Previously mentioned.)

Jackson, Tenn.—City awarded contract to West Construction Co., Chattanooga, Tenn., at \$23,564.04 for constructing storm sewers and cement pavements on Royal street; Atwell Thompson, City Engineer.

Louisville, Ky.—City awarded contract to Ferro-Concrete Construction Co., Richmond and Harriet Sts., Cincinnati, Ohio, for construction of Section E of southern outfall sewer costing about \$110,000; sewer 3373 feet long and will be built of concrete. (Recently mentioned.)

Muskogee, Okla.—City's bond election authorizing bond issue of \$300,000 for sewer construction is void; T. H. Martin, Mayor. (Recently mentioned.)

New Orleans, La.—Consolidated Land Co., J. T. Delehan, secretary, 1023 Canal St., will construct sewer system and water-works, expending about \$15,000; R. C. Huston, 726 Maison Blanch Bldg., New Orleans, is engineer in charge. (See "Miscellaneous Enterprises.")

Northfolk, W. Va.—Northfolk Realty Co., Box 16, is preparing plans for sewerage system for towns development. (See "Miscellaneous Enterprises.")

Rock Hill, S. C.—Solomon-Norcross Company, engineer, 1623-23 Candler Bldg., Atlanta, Ga., prepared preliminary estimates and engineering report on sewer system to be constructed at Rock Hill. (City recently mentioned to vote November 19 on issuance of \$350,000 of bonds to construct sewer system and maintain water-works.) Jno. T. Roddey, Mayor.

Washington, D. C.—Bids will be opened November 16 for constructing service sewers in Conduit road, District of Columbia; Henry B. F. Macfarland, Henry L. West and Jay J. Morrow, Commissioners District of Columbia. (See "Sewer Construction" in "Machinery, etc., Wanted.")

TELEPHONE SYSTEMS

Bartlett, Texas.—Bartlett and Donahoe Telephone Co. incorporated by C. S. Jones, J. W. Jackson and C. L. Meissner to construct telephone line between Bartlett and Donahoe, Texas.

Limestone, Tenn.—Limestone Telephone Co., recently reported incorporated, will establish telephone exchange at Limestone; S. B. Morelock, president. (See "Machinery Wanted.")

Muskogee, Okla.—Pioneer Telephone Co. will expend, it is reported, \$75,000 for improvements to system in Muskogee.

Nunex, Ga.—Mutual Telephone & Telegraph Co. incorporated with \$3000 capital stock and privilege of increasing to \$60,000 by R. E. Graham, Nunex; W. P. Dozier, Abi Masoud, both of Stillmore, Ga., to construct telephone lines to Swainsboro, McLeod, Still-

more, Aline and Cobbtown, Ga. (Recently mentioned.)

Parkersburg, W. Va.—Western West Virginia Telephone Co. and other companies plan to construct independent telephone line from Parkersburg through to Athens, Ohio, and Pomeroy, Ohio; A. C. Davis is general manager of Western West Virginia Telephone Co.

Wallis, Texas.—Austin County Telephone Co., recently reported incorporated, will continue operation of system; F. D. Brandt, president; E. F. Louwien, manager; W. L. Guyler, secretary and treasurer. (See "Machinery Wanted.")

Winston-Salem, N. C.—George H. Hauser and others are planning to construct telephone line from Winston-Salem to Wilkesboro, N. C.; now constructing line from Winston-Salem to Madison, and will connect with Rockingham Telephone Co.

TEXTILE MILLS

Cameron, N. C.—Hosliery.—Regal Hosliery Mills Co., lately reported incorporated with \$25,000 capital stock, will install steam-power plant and knitting machines for daily capacity of 150 dozen pairs hose; R. W. Dunn, Raleigh, N. C., president; R. D. Jones, Fayetteville, N. C., vice-president; Chas. C. Jones, Cameron, secretary.

Enfield, N. C.—Hosliery.—Enfield Hosliery Mills, recently mentioned, has contracted for eight additional knitters and accompanying machines.

Eufaula, Ala.—Sheeting.—Eufaula Cotton Mills will, it is reported, expend \$50,000 for new additional machinery; present equipment 12,500 ring spindles and 369 looms.

High Point, N. C.—Hosliery.—Durham Hosliery Mill, Durham, N. C., has, it is reported, awarded contract for 100 additional knitting machines for No. 3 plant at High Point.

Louisville, Ky.—Worsted Yarns.—Bradford Worsted Spinning Co. incorporated with capital stock of \$30,000 by John Ellam, W. M. Shallcross, Henry Andresen and others.

Manchester, Ga.—Cloth.—Manchester Cotton Mills, previously mentioned, will organize soon to arrange for plans and build plant; capital stock, \$500,000; Fuller E. Callaway, chairman of committee, Lagrange, Ga.

Palmetto, Ga.—Bands and Collars.—H. L. Johnston, president of Palmetto Cotton Mills, contemplates organization of company with capital stock of \$25,000 to build mill for manufacturing collars and bands.

Salisbury, N. C.—Salisbury Cotton Mills will install machinery for electrical drive, as reported lately; has contracted for motors of 300 horse-power, and will increase to 700 if first installation is satisfactory.

WATER-WORKS

Alba, Mo.—City awarded contract to Dan Hamilton, Joplin, Mo., for construction of water system; W. F. Barnett, City Clerk.

Augusta, Ga.—City will install pumping engine of 6,000,000 gallons capacity daily and steam plant of 450 horse-power capacity; bids to be opened November 24; Nisbet Wingfield, City Engineer. (See "Machinery Wanted.")

Breaux Bridge, La.—City is endeavoring to secure construction of water-works. Address The Mayor.

Corpus Christi, Texas.—City has voted \$37,500 of bonds to purchase water-works. Address The Mayor.

Coweta, Okla.—City will vote on issuance of \$50,000 of bonds for construction of water-works, paving and other improvements. Address The Mayor. (City recently mentioned as having contracted with W. C. Swanson, Joplin, Mo., for construction of water-works, subject to result of bond election.)

DeQueen, Ark.—City proposes to issue \$25,000 of bonds for construction of water-works; J. E. Brown, secretary Improvement Board.

East Point, Ga.—City has voted \$50,000 of bonds to construct and maintain water-works; E. H. Davis, Griffin, Ga., is engineer for city; J. C. McKenzie, Mayor. (Recently mentioned.)

Fort McIntosh (not a postoffice), Texas.—Bids will be opened November 20 for furnishing and installing boiler, feed-water heater and purification system at Fort McIntosh. Address Col. John L. Clem, Chief Quartermaster, San Antonio, Texas. (See "Water-purification System" in "Machinery, etc., Wanted.")

Lafayette, Ga.—City has indefinitely postponed election for voting on \$30,000 water-works bond issue; T. A. Jackson, Mayor. (Recently mentioned.)

Lindsay, Okla.—City will vote on issuance

of \$40,000 of bonds for construction of water-works and electric-light plant. Address The Mayor.

Marshall, Texas.—City awarded contract to Texas Bitulithic Co., Dallas, Texas, at \$3500 to lay water mains and other pipes on streets; previously mentioned.

Meridian, Miss.—City will open bids November 24 for construction of reinforced concrete reservoir and for furnishing and erecting 5,000,000-gallon horizontal cross-compound crank and flywheel pumping engine; C. C. Dunn, president Water-Works Commission; W. F. Wilcox, engineer. (See "Machinery Wanted.")

Morristown, Tenn.—City is considering construction of water-works; has secured option on 20 acres of land, which is being prospected by civil engineers with view to locating artesian well. Address The Mayor.

Muskogee, Okla.—City's bond election authorizing issuance of \$250,000 of bonds for improvements to water-works is void; T. H. Martin, Mayor. (Recently mentioned.)

Nashville, Tenn.—Board of Public Works will open bids November 10 for purchase of pipe to be used in laying new suburban water mains; specifications call for 164 tons of 8-inch pipe, 314 tons of 12-inch pipe and 1350 tons of 6-inch pipe; amount allowed in specifications is \$40,000, but board has at its disposal \$60,000 received on \$200,000 bond issue, previously mentioned.

New Haven, Mo.—City awarded following contracts for construction of portion of water-works: U. S. Pipe Co., St. Louis, Mo., for pipe, \$3300; Rensselaer Manufacturing Co., Troy, N. Y., for hydrants and valves; O. G. Wilson, St. Louis, Mo., one 400-foot deep well of eight inches diameter. W. A. Fuller, Chemical Bldg., St. Louis, Mo., is engineer. (Noted in September.)

New Orleans, La.—Consolidated Land Co., J. T. Delehan, secretary, 1023 Canal St., will expend about \$15,000 in construction of water-works and sewerage system; R. C. Huston, 726 Maison Blanch Bldg., New Orleans, is engineer in charge. (See "Miscellaneous Enterprises.")

Northfolk, W. Va.—Northfolk Realty Co., Box 16, is preparing plans for water-works for towns development. (See "Miscellaneous Enterprises.")

Oseola, Ark.—City will construct water-works; has sold \$25,000 bond issue. Address The Mayor.

Parsons, W. Va.—City will vote on issuance of \$30,000 of bonds to construct and maintain water-works and erect and equip fire-department building; H. L. Bennett, Mayor. (Mentioned in September.)

Pascagoula, P. O. Scranton, Miss.—City has contracted with Pascagoula Street Railway & Power Co. for extension of water mains to northern suburbs. City will vote December 1 on issuance of bonds for construction of water-works; previously mentioned; L. G. Adams, City Clerk.

Richmond, Va.—Council Committee on Water awarded following contracts for new pumping station and for electric machinery: Dimmick Pipe Co., Birmingham, Ala., cast-iron pipe and special castings for new force line from new pumphouse to reservoir, \$19,302.69; Javi Perkins & Co. of Richmond, for brick addition to steam pumphouse to house new electric pumps, equipped with overhead traveling crane, \$6460; Westinghouse Electric & Manufacturing Co., Pittsburgh, Pa., for four electric motors, switchboards, transmission line and all electrical equipment, \$7475; Dravo-Doyle Company, four centrifugal water pumps, with an estimated capacity of 4,000,000 gallons each daily, \$14,550. E. W. Trafford of Richmond, consulting engineer, prepared plans. (Recently mentioned.)

Seabee, Ky.—City will vote on issuance of \$13,500 of bonds for water system, to cost between \$15,000 and \$18,000. Address The Mayor.

WOODWORKING PLANTS

Amarillo, Texas.—Furniture.—Panhandle Mattress & Furniture Co. incorporated with \$5000 capital stock by C. W. White and others. (See "Miscellaneous Manufacturing Plants.")

Attalla, Ala.—Headings.—Attalla Cooperage Co., recently reported incorporated, will continue to operate cooperage plant; manufacture slack-barrel and keg headings; daily capacity, 12,000 sets; J. R. Hay, president and general manager; J. R. Brown, secretary and treasurer.

Clarksville, Ga.—Chairs and Furniture.—John Marlin and others organized company to establish chair and furniture factory; will install machinery; G. R. Church, manager. (See "Machinery Wanted.")

El Reno, Okla.—Tubs.—One Minute Washer

Co. will erect addition to plant and equip for manufacture of tubs used for its patented washing machine.

Frenier, La.—Shingles.—St. James Timber Co., 907 Hibernia Bank Bldg., will establish shingle mill; will erect frame building 42x100 feet; iron roof; mill construction; cost not estimated; contracts for machinery placed. (Recently noted under "Lumber-manufacturing Plants.")

Greenwood, Miss.—Poles and Shafts.—Pioneer Pole & Shaft Co., Piqua, Ohio, contemplates establishment of plant in Greenwood; F. X. Frappie will be local manager.

Helena, Ark.—Pails, Tubs, etc.—Helena Woodenware Co., recently noted to expend \$30,000 for additions to plant and machinery, has increased capital stock from \$5000 to \$50,000.

Hattiesburg, Miss.—Boxes, Crates, etc.—Lumbermen's Manufacturing Co., recently reported incorporated, has purchased plant of Lewis Manufacturing Co.; will add to this the plant of E. E. Williams of Buffalo, N. Y. (lately mentioned), and will operate, manufacturing boxes, crates and novelties.

Lawton, Okla.—Sash and Doors.—Lawton Sash & Door Co., recently reported incorporated, will erect and equip buildings for manufacture of sash and doors and general mill work; main structure 48x100 feet; two stories; cost \$6000; mill construction; proposals for machinery to cost \$10,000 will be received about December 1; G. H. Block, president; R. F. Champplain, secretary; J. F. Tedford, treasurer; architect and engineer not engaged. (See "Machinery Wanted.")

Mt. Pleasant, Texas.—Boxes, Crates and Shooks.—Plans are on foot for establishment of box, crate and shook factory in Mount Pleasant. Secretary Moore, Commercial Club, Mount Pleasant, can probably give information.

Nashville, Tenn.—Veneering.—John B. Ransom & Co. will, it is reported, establish veneering plant.

Nashville, Ark.—Staves, Boxes and Handles.—Nashville Lumber Co. will establish stave plant and increase capacity of box and handle factory.

Oklahoma City, Okla.—Loading Trucks.—Chestnutt Loading Truck Co. incorporated with \$50,000 capital stock by T. S. Chestnutt, Oklahoma City; Paul B. Smith, Atoka, Okla., and others.

Oriental, N. C.—Sash, Doors and Blinds.—Oriental Manufacturing Co., W. J. Smith, manager, will install machinery in sash, door and blind factory; L. F. McCabe, vice-president. (See "Machinery Wanted.")

Savannah, Ga.—Barrels.—Savannah Coopers Co. incorporated with \$50,000 capital stock by W. L. Wilson, Brazell Holmes and Walter S. Heyward.

St. Louis, Mo.—Barrels.—Bolz-McBride Coopers Co. incorporated with \$40,000 capital stock by John T. Bolz, P. T. Bolz, George McBride and others.

St. Louis, Mo.—Carpenter Shop.—Essmuelier Mill Co. will erect two-story carpenter shop; cost \$13,000.

Valdosta, Ga., R. F. D. No. 1.—Shingles.—Ruls & Bailey will rebuild shingle mill recently reported burned; will erect 20x40-foot shelter to cost \$100; daily capacity of plant, 30,000 pine and cypress shingles; no machinery needed at present. (See "Machinery Wanted.")

Walkerton, Va.—Staves.—Stansbury Canning Co. will manufacture nail keg, barrel and tobacco staves.

Washington, La.—Spokes and Handles.—Melancon & Bird will establish spoke and handle factory; machinery is being installed.

BURNED

Afton, Ark.—O. W. Selby's sawmill.

Atlanta, Ga.—Chamblee Lumber Co.'s planing mill and door and blind manufacturing; loss about \$14,000.

Belton, Texas.—Belton Compress Co.'s plant; loss about \$250,000.

Boggy, Fla.—Cotton gin owned by Scarritt Moreno of Pensacola, Fla.

Brooksmith, Texas.—Perry & Co.'s gin; loss \$5000.

Brunson, S. C.—Brunson Hotel, occupied by C. W. Cone.

Charleston, S. C.—Read Phosphate Co.'s fish-scrap warehouse; loss \$5000.

Cleburne, Texas.—Hiram Smith's cotton gin.

Corinth, Texas.—L. S. Carpenter's cotton gin; loss about \$7000.

Covington, La.—Roberts & Lunn's sawmill and lumber yards.

Dawsonsprings, Ky.—L. B. Lampton's livery stable; estimated loss \$15,000.

Florence, S. C.—M. S. Haynesworth's cotton gin; loss about \$5300.

Fort Hancock, Texas.—H. G. Ross & Co.'s warehouse; estimated loss \$5000.

Garrett's Bluff, R. F. D. from Caviness, Texas.—Dancer Bros.' cotton gin.

Greenfield, Tenn.—Residences of S. D. Baker, A. C. Coats and Rev. W. M. Armstrong, and the Methodist church; loss about \$10,000.

Hazlehurst, Miss.—T. J. Hubbard's residence; loss about \$8000.

Homer, Ga.—Mrs. Ella Pruitt's cotton gin.

Houston, Texas.—Henry Curthy's residence; loss about \$3600.

Jonesboro, Ark.—Hub Manufacturing Co.'s three warehouses; loss about \$30,000.

Kennett, Mo.—Store buildings of L. P. Tatum, Charles Blomblock, McPherson Drug Co. and E. L. Barnes; estimated loss, \$20,000.

Lamesa, Texas.—Higginbotham Bros.' cotton gin; loss about \$10,000.

Laurella, Texas.—Vaughan Lumber Co.'s plant; loss \$30,000; main office, Houston, Texas.

Little Rock, Ark.—Overstreet Grain Co.'s building; loss \$6000; owned by Lizzie Shall Estate, D. F. S. Galloway, administrator.

Millard, Miss.—Batson-McGhee Co.'s planing mill, boiler shed and shaving bin; estimated loss, \$12,000.

Milltown, Ga.—Milltown Improvement & Ginning Co.'s cotton gin; loss about \$5000.

Mt. Pleasant, Texas.—St. Louis Southwestern Railway's coal chute; loss about \$20,000; M. L. Lynch, Tyler, Texas, chief engineer.

Mulberry, Fla.—Prairie Pebble Phosphate Co.'s mill, drying bin, laboratory, office building and two cottages; estimated loss \$100,000; C. C. Martin, general manager; main office, Savannah, Ga.

Mullins, S. C.—W. C. Scott's tobacco warehouse; loss \$25,000.

Natchez, Miss.—Rosalie Cotton Mill's pickery; loss \$5000.

New Orleans, La.—Illinois Central Railroad Co.'s two warehouses; estimated loss, \$85,000; A. S. Baldwin, chief engineer, Chicago, Ill.

Nutbush, R. F. D. from Brownsville, Tenn.—T. H. Solomon's cotton gin.

Pembroke, Ky.—W. D. Eddins' tobacco house; Wm. Garner's residence; C. W. Gunn's hotel; W. H. Whitlow & Son's carpenter shop; S. H. Dickenson's residence; Mrs. Chastin's residence; blacksmith shop owned by W. T. Buckner; A. O. Dority's storage warehouse; E. B. Bedford's two storage-houses; Forbes Manufacturing Co.'s storage-house; residence owned by Mrs. Nettie Smith.

Pensacola, Fla.—J. P. Williams Company's warehouse.

Ringgold, R. F. D. from Clarksville, Tenn.—M. M. Hussey's sawmill; loss about \$2000.

Rector, Ark.—Joseph Wolf & Co.'s cotton warehouse; loss \$7000.

Roanoke, Va.—A. B. Stanley's storehouse and dwelling; loss about \$15,000.

Rogersville, Tenn.—Rogersville Electric Co.'s electric-light plant; loss \$5000.

Spartanburg, S. C.—Store buildings of Johnson & Lankford, occupied by Griffin & Sons and of J. H. Stone; loss \$6000.

Texarkana, Ark.—Fred Smith's residence; loss about \$3000.

Texarkana, Ark.—A. L. Helms' residence; estimated loss \$5000.

Tyler, Texas.—American Steam Laundry Co.'s plant; loss about \$100,000.

Waco, Texas.—Eugene Early's residence; loss \$10,000.

Westwego, La.—Draube & Sons' general store building; loss about \$10,000.

Womble, Ark.—Bear State Lumber Co.'s sawmill No. 3.

BUILDING NOTES APARTMENT-HOUSES

Atlanta, Ga.—Mrs. M. Hersowitz awarded contract to T. H. Goodwyn & Co., Atlanta, for erection of proposed apartment-house; plans by A. Ten Eyck Brown, Atlanta; two-story structure; 40x50 feet; four apartments; ordinary construction; hot-air heating; electric lighting; cost \$10,000.

Joplin, Mo.—Mrs. G. B. Young awarded contract to W. F. Stange for erection of proposed apartments; two stories; brick veneered; 30x60 feet; ordinary construction; hot-air heating; cost \$7500; plans by Austin Allen & Co., Joplin.

Little Rock, Ark.—F. W. Allsopp will erect apartment-house; cost \$10,850; S. R. Byarley of Little Rock is contractor.

Norfolk, Va.—M. Lipkin's store and apartment-house, contract recently noted awarded to I. D. Andrews, Norfolk, will be two-story brick structure; 40x70 feet; mill construction; iron beams; steam heating; electric lighting; plans by Ferguson & Chandler, 30 Bank St., Norfolk.

Norfolk, Va.—A. C. Omohundro, 604 11th St., recently noted awarding contract to J. D. Anders, Norfolk, for erection of apartment-house, will build two three-story apartment structures, four apartments to each building; brick; slate roof; stucco ornaments; ordinary construction; electric and gas lighting; cost \$14,000 for both; plans by Neff & Thompson, Norfolk.

Springfield, Mo.—L. W. Hubbell awarded contract to B. F. Bearden, 430 Patton alley, Springfield, for erection of proposed apartment-house; plans by Reed & Heckenlively, Springfield; press-brick and stone structure; fireproof; 48x73 feet; three stories and basement; electric and gas lighting; freight elevator and two dumbwaiters; steam heat; cost \$20,000.

St. Louis, Mo.—Security Building & Mortgage Co. will erect three double apartment-houses to cost \$27,000; corner building will contain two stories and two flats; will be built under management of Parker Bros. & Duncan Realty Co.

St. Louis, Mo.—Byr Investment Co., 717 Chestnut St., will award contract December 1 for erection of proposed three-story apartment-house; three stories; 75x50 feet; concrete; brick; stone; terra-cotta; tile; semi-fireproof; steam heat; driers for laundry to be installed; structure to contain 18 apartments; cost \$50,000; plans by Edw. F. Nolte, 1101 Fullerton Bldg., St. Louis.

Washington, D. C.—E. Southard Parker, president National Metropolitan Bank, 613 15th St. N. W., and S. W. Woodward of Woodward & Lothrop, 10th, 11th, F and G Sts. N. W., awarded contract to Samuel H. Edmonston, 611 G St. N. W., Washington, for apartment-house on K street; seven stories; 53x140 feet; brick and Indiana limestone front; will contain 26 apartments, four on each of upper floors and two on first floor; each apartment to have bath; two elevators; vestibule and public halls to be laid in mosaic; plans by Frederick B. Pyles, Equitable Bldg., 1903 F St. N. W., Washington. (Previously mentioned.)

Ybor City, Ind. Station Tampa, Fla.—Dr. Kolby has had plans prepared by Shaw & Jay, Tampa, Fla., for apartment-house; two stories; 20 rooms; cost \$6000.

BANK AND OFFICE BUILDINGS

Atlanta, Ga.—A. G. Rhodes awarded contract to Pittman Construction Co., Atlanta, for erection of proposed six-story office building; 80x100 feet; steam heat; electric lighting; electric elevator; cost \$100,000; plans by Chas. A. Hayes, Knoxville, Tenn.

Bluefield, W. Va.—Georgia Lumber Co. awarded contract for erection of warehouse and office building. (See "Lumber-manufacturing Plants.")

Columbia, S. C.—Washington Clark, 1233 Washington St., will expend about \$7500 in erection of office building recently mentioned; 23 offices; two stories; ordinary brick construction; steam heat; electric lighting; plans by Shand & LaFaye, Columbia.

Crowell, Texas.—Bank of Crowell, J. C. Hancy, vice-president, awarded contract to S. W. Bolton of Crowell for erection of bank building; 25x100 feet; pressed brick; plate-glass front; granite columns; electric lighting; cost \$13,000; plans by William McCause, Hobart, Okla. (Recently mentioned.)

Kingston, Okla.—Marshall County State Bank will erect bank building; pressed brick and stone.

El Paso, Texas.—Rio Grande Valley Bank & Trust Co. is considering erection of five-story bank and office building.

Enid, Okla.—Randolph & Mehew awarded contract to C. E. Harter of Enid for erection of office building; 50x106 feet; three stories; paving brick for face front, with stone trimmings; ordinary construction; low-pressure gravity steam-heating plant; estimated cost, \$25,000; will have postoffice and storeroom on first floor, with offices above; plans by Albert A. Traver of Enid.

Excelsior Springs, Mo.—Klenzie Realty Co., A. M. Howard, president, will erect two-story brick office and business building to cost \$15,000.

Fort Smith, Ark.—First National Bank Building Co. organized with \$25,000 capital stock to erect eight-story fireproof bank and office building; F. A. Handlin is president, Samuel McCloud vice-president, D. B. Sparks secretary-treasurer, Sanguinett & Staats, Fort Worth, Texas, prepared plans.

Houston, Texas.—S. F. Carter, president Lumbermen's National Bank, is having plans prepared, it is reported, by Sanguinett & Staats of Houston for erection of 15-story office building, recently mentioned.

Kansas City, Mo.—Grand Avenue M. E. Church will consider plans by Shepard & Farrar of Kansas City for office building; eight stories; 40x36 feet; reinforced concrete; four storerooms on first floor; six upper floors to be used for office purposes, 16 rooms to be on each floor; estimated cost \$100,000.

Marlin, Texas.—J. W. Torbett awarded contract for erection of office building; three stories; brick; 40x57 feet; cost \$15,000.

New Orleans, La.—Swedish Iron & Steel Corporation awarded contract to Ideal Hollow Cement Block Works for erection of office building.

Oklahoma City, Okla.—D. Wolf & Son will open bids November 10 for erection of two-story store and office building. (See "Miscellaneous Structures.")

Plainview, Texas.—J. N. Donohoo, president Citizens' National Bank, and R. C. Ware will erect three-story brick building; ground floor corner to be occupied by Citizens' National Bank; dry goods store next; hardware store in rear of bank; hotel office and lobby also on first floor; hotel bedrooms, parlors, etc., on second and third floors; about 85 bedrooms.

Ripley, Tenn.—C. P. McKinney will soon award contract for erection of proposed office building; plans by Thomas S. Marr, 76 Chamber of Commerce Bldg., Nashville, Tenn.; three-story brick structure; 50x30 feet; lodgeroom on third floor; ordinary construction; metal ceiling in first story; low-pressure steam heat; electric lighting; cost \$12,000.

Weimar, Texas.—First State Bank building, recently mentioned, will be one-story brick structure; cost \$3000; no architect; contract not let. Address R. S. Sterling, 803 First National Bank Bldg., Houston, Texas.

CHURCHES

Baltimore, Md.—Trustees Protestant Episcopal Church of Maryland will confer with Henry Vaughn, architect, Boston, Mass., regarding erection of cathedral, bishop's house, library and synod hall at intersection of boulevard and Charles-Street avenue; site comprises about four acres. Address Rev. E. B. Niver, 1014 St. Paul St.

Blossom, Texas.—Baptist congregation has had plans prepared by Glenn Bros., Hugo, Okla., for proposed \$4000 edifice; 40x60 feet; brick veneer; contract not let. (See "Machinery Wanted.")

Catoosa, Okla.—Methodist Episcopal Church will erect stone brick-veneer edifice; bids opened November 4; plans and specifications can be seen at parsonage of Methodist Episcopal congregation; Rev. B. F. Young, pastor.

Chattanooga, Tenn.—First Presbyterian Church, J. W. Bachman, pastor, awarded contract to T. S. Moudy, James Bldg., Chattanooga, at \$9414 for construction of granite foundations for edifice previously mentioned; plans for superstructure not completed; Chas. E. Bearden, architect, Chamberlain Bldg., Chattanooga; McKim, Meade & White, 160 Fifth Ave., New York, associate architects; structure to be of marble or stone and brick; tile roof; terra-cotta trimmings; hot-water or steam heat; electric and gas lighting; cost \$100,000; H. S. Probasco, chairman building committee, American National Bank, Chattanooga.

Floral, Ala.—Baptist congregation has had plans prepared by J. C. Battle, Prudential Bldg., Atlanta, Ga., for edifice recently mentioned; 75x120 feet; brick; electric lighting; cost \$15,000; expects to open bids in about 30 days. Address Mr. Battle for further information.

Fountain Inn, S. C.—Presbyterian congregation has had plans prepared by J. H. Casey, Anderson, S. C., for edifice to cost between \$6000 and \$8000.

Houston, Texas.—Trinity Episcopal Church will erect edifice; brick; 125x45 feet; cost \$20,000; address The Pastor, Trinity Episcopal congregation.

Iva, S. C.—Presbyterian congregation will erect edifice recently mentioned by day labor; church to be 30x60 feet and Sunday-school room 30x22 feet; brick and stone; slate roof; steam heat; electric lighting; cost \$8000; W. T. A. Sherard, chairman building committee; plans by C. G. Sayre & Co., Anderson, S. C.

Kansas City, Mo.—Grand Avenue M. E. Church will consider plans by Shepard & Farrar of Kansas City for enlarging church building and erecting office building; north

and south walls of present church will be rebuilt; auditorium will be 81x69 feet, and have seating capacity of 1300; estimated cost of improvements \$25,000. (See "Bank and Office Buildings.")

Littleton, N. C.—Baptist Church will open bids November 10 for erection of brick edifice after plans by Henry E. Bonitz, Wilmington, N. C.; ordinary construction; hot-air heating; electric lighting; cost \$10,000. (Recently mentioned.)

Norfolk, Va.—Christ Episcopal Church is considering plans for edifice to be erected in Ghent; exterior walls of dark gray granite and interior walls of Indiana limestone; Gothic architecture; seating capacity 1000; estimated cost \$100,000; architect has not been selected; Rev. Irwin C. Steinmetz is pastor.

Quitman, Ga.—Presbyterian congregation is having plans prepared by W. B. Camp, Jacksonville, Fla., for edifice to cost \$15,000; brick structure; colonial style; one story, with dome; 60x55 feet; steam heat; electric lighting; plans to be ready for bids December 1.

Westernport, Md.—W. A. Liller, Keyser, W. Va., has contract to erect edifice for Baptist congregation; Rev. W. H. Stewart, pastor; structure will be 55x70 feet; white granite and brick; foundation completed. (Name and address of contractor incorrect in recent item.)

COURTHOUSES

Harrison, Ark.—J. R. Holt, chairman of Courthouse Committee, will receive and consider plans until November 23 for courthouse to be erected for Boone county at cost of \$35,000; County Commissioners awarded contract to William Cowan of Harrison for removal of debris from site of burned courthouse and expect to award contract within 30 days for new structure. (Recently mentioned.)

Liberty, Miss.—Amite county will vote November 3 on issuance of \$55,000 of bonds for erection of courthouse. Address County Commissioners.

Paris, Ark.—Logan County Commissioners awarded contract to Halter Bros., Conway, Ark., for erection of courthouse recently mentioned; two stories and basement; 65x77 feet; brick; stone trimming; wood cornices; slate roof; corridor floors of first story of reinforced concrete; other floors on wooden joists; low pressure steam heat; cost about \$40,000; plans by A. Kilgusmith, Fort Smith, Ark.; George L. Craven, Courthouse Commissioner.

Tallahassee, Fla.—Leon County Commissioners will open bids November 24 for construction of two additional offices and two additional fireproof vaults to courthouse; plans and specifications on file with H. T. Felkel, Clerk of Court, and copies can be secured; E. C. Smith, chairman Board of Commissioners.

DWELLINGS

Anderson, S. C.—Paul Crowther will erect colonial residence.

Atlanta, Ga.—Jason Cannon has had plans prepared by Charles A. Hayes, 502-503 Bank & Trust Bldg., Knoxville, Tenn., for residence; steam heat; electric and gas lights; cost \$10,000.

Atlanta, Ga.—W. A. Candee awarded contract to Pittman Construction Co., Atlanta, for erection of colonial residence; vapor heating; cost \$8000; plans by Charles A. Hayes, 502-503 Bank and Trust Bldg., Knoxville, Tenn.

Baltimore, Md.—Jacob H. Aull, 210 East Lexington St., will award contract to Louis Wood, J. L. Black and Boyd & Huff for erection of proposed 10-room cottages; to have steam heat, gas and electric lighting; cost from \$3000 to \$5000 each.

Baltimore, Md.—John J. Watson, president Colonial Park Estates, 736 Calvert Bldg., awarded contract to Edward G. Turner, 2010 Harlem Ave., Baltimore, for erection of eight dwellings on 14th street, Walbrook; two and one-half stories; frame; cottage type; slate roofs; 44x22½ feet; steam heat; combination lighting; sanitary plumbing and drainage; cost about \$65,000; plans by Mottu & White, 611 Professional Bldg., Baltimore.

Baltimore, Md.—Edward J. Gallagher, 2537 East Monument St., has prepared plans and will erect for himself 23 dwellings; 12 on Luzerne street, 2 to be 14x18 feet and 10 to be 13x18 feet, to cost \$16,800; 11 on Monument street, two to be 14x18 feet and 9 13x14 feet, to cost \$13,200; hard brick laid in cement; furnace heat; two stories. (Recently mentioned.)

Baltimore, Md.—Asbury, M. E. Church will erect parsonage at 1830 East Eager St.; two stories; brick; Rev. Ernest Williams, pastor.

Baltimore, Md.—M. Fillmore Carter, 1019 Milton Place, has purchased tract of land binding on Windsor Mills road, Presbury and 9th streets, and will improve with number of dwellings; Pennsylvania style architecture; total cost \$30,000.

Baltimore, Md.—Henry E. Cook, Gordon Ave. and Old York road, has had plans prepared by J. S. Downing, 602 Gordon Ave., Baltimore, for 200 dwellings; concrete blocks; brick and frame; six and seven rooms; ordinary construction; hot air and steam heat; gas lights; cost \$2200 each; owner, builder.

Baton Rouge, La.—J. A. Tucker will erect 10-room frame residence; plans by Charles L. Charlton, Jr., Baton Rouge; electric lighting; cost \$7000; bids to be opened about December 1.

Birmingham, Ala.—J. Cary Thompson will erect 10 two-story frame dwellings; ordinary construction; gas and electric lighting; hot-air heating; cost \$5000 each; plans by D. O. Whildin, Birmingham; construction by owner; materials mainly purchased locally.

Birmingham, Ala.—Mrs. John McCarty awarded contract to John McPoland for brick work on residence previously mentioned; two-story structure; 40x70 feet; brick veneered; hot-air heat; electric lighting; cost \$7500; plans by J. W. McClain, Birmingham.

Birmingham, Ala.—G. W. Pabst, owner, will prepare plans for and construct two-story brick-veneer residence; ordinary construction; hot-air heating; gas and electric lighting; cost \$4000.

Birmingham, Ala.—Mrs. Alice Rosenstihl will erect residence; plans by R. F. Stewart; two-story frame structure; ordinary construction; grates; gas and electric lighting; cost \$4000.

Charlestown, W. Va.—Trustees Zion P. E. Church awarded contract to H. P. Cline, Charlestown, for erection of rectory; machine-finished brick; slate roof; bath; plans by A. B. Mullett & Co., Union Trust Bldg., Washington, D. C. (Previously mentioned.)

Chattanooga, Tenn.—I. E. Ehlender, 206 Temple court, is having preliminary plans prepared by Howard Eggleston, James Bldg., Chattanooga, for \$3000 dwelling at Bungalow Place (suburb); 1½ stories; stone and shingle siding; shingle roof; concrete foundations; brick mantels; hard-pine interior finish; hot-air heat; acetylene-gas lighting; plumbing; concrete fence; to be erected after January 1.

Chattanooga, Tenn.—F. Gibson, 15 West 5th St., awarded contract to Wilbur M. Johnson, 501 East 4th St., Chattanooga, for erection of two-story residence; brick; colonial; tin or metal-shingle roof; hard pine Mission style interior finish; cabinet mantels; hot-air heat; gas and electric lighting; cost \$3500.

Chattanooga, Tenn.—D. H. Griswold has had plans prepared by Bearden & Foreman, Chattanooga for six-room frame cottage.

Chattanooga, Tenn.—R. O. Bennett has had plans prepared by Bearden & Foreman, Chattanooga, for residence; nine rooms; pressed-brick front; stone foundation; galvanized-iron and shingle-tile roof.

Chattanooga, Tenn.—P. S. Burrow, care of J. M. Card Lumber Co., East End, Chattanooga, awarded contract to E. L. Phillips, East Lake, Tenn., for erection of \$2200 one-story residence in Bungalow Place (suburb); cobblestone and shingle siding; shingle roof; oak interior finish; cabinet mantels; plumbing; acetylene-gas lighting.

Chattanooga, Tenn.—Charles Reif awarded contract to A. F. Hahn Building Co., Chattanooga, for erection of residence; two stories; stone; dark-green tile roof; creosoted-stain trimmings; hot-water heat and ventilation system, including exhilarating coil and exhaust fan; gas and electric lights; first floor will be finished in hardwood, with exception of parlor and reception hall, which will be in old ivory; two bathrooms, one to have floors and side walls of tile; combination needle and shower bath will be installed; plans by Charles E. Bearden, Chamberlain Bldg., Chattanooga. (Mentioned in September.)

Florence, S. C.—Mrs. S. J. Beck will erect residence.

Fort Reno, Okla.—Paul Boynton will erect residence.

Govans, Station Baltimore, Md.—Jacob H. Aull, 210 East Lexington St., Baltimore, has had plans prepared by Jacob F. Gerwig, 210 East Lexington St., Baltimore, for 27 residences to be erected on Rossiter avenue, Govans; frame construction; each lot 50x200 feet; cost between \$2000 and \$5000 each.

Griffin, Ga.—J. A. Stewart will erect \$5000 residence.

Hannibal, Mo.—J. P. Hinton awarded con-

tract to A. W. Hogg, Hannibal, for erection of residence after plans by M. S. Martin, Hannibal; building to be of ordinary construction; steam heat; electric lighting; cost \$10,000.

Hannibal, Mo.—J. F. Davidson awarded contract for erection of \$10,000 residence; plans by M. S. Martin, Hannibal; three stories; brick building; ordinary construction; steam heat; electric and gas lighting.

Hill City, Tenn.—Taylor R. Durham, James Bldg., Chattanooga, awarded contract to C. O. Rogers, 208 Curtis St., East Chattanooga, for erection of \$3000 frame residence; one and one-half stories; shingle roof; brick basement; six rooms; hot-air heating; plumbing; plans by F. E. de Sabla, East Lake, Tenn.; construction begun.

Newport, Ky.—Rev. J. J. Bechtold has had plans prepared by Louis H. Wilson, Newport, for residence; eight rooms; brick; ordinary construction; hot-air heat; gas and electric lights; cost about \$3500; contract will soon be awarded.

Johnson City, Tenn.—M. L. Fox will erect \$5000 residence; colonial style; plans by W. R. Pember, Johnson City.

Johnson City, Tenn.—J. Fred Johnson will erect \$6000 residence.

Kansas City, Mo.—R. F. Crawford will erect dwelling after plans by Edgar P. Madorie, 722 Bryant Bldg., Kansas City; 14 rooms; 35x40 feet; stucco; hot-water heat; electric and gas lighting; cost \$9000; separate contracts to be let.

Knoxville, Tenn.—J. M. Norton awarded contract to J. M. Dunn & Sons, Knoxville, for erection of residence; hot-air heat; cost \$6000; plans by Charles A. Hayes, 502-503 Bank & Trust Bldg., Knoxville.

Mobile, Ala.—Juan Llorea Marty will erect two-story residence; frame; pulp plaster; tile wainscoting; some hardwood floors; pine interior finish; veranda columns; electric fixtures; plumbing; plans by W. R. Biggers, Mobile; construction probably by day's work; materials furnished by owner.

New Orleans, La.—New Orleans Land Co. awarded contract to John Minot, New Orleans, for erection of four two-story single residences; plans by N. Kohlman, New Orleans.

New Orleans, La.—J. Huye, Jr., has had plans prepared by V. Grimmer, New Orleans, for two-story double residence.

New Orleans, La.—M. Martinez has had plans prepared by V. Grimmer, New Orleans, for double two-story residence.

New Orleans, La.—Fred Eckert has had plans prepared by V. Grimmer, New Orleans, for single one-story residence.

New Orleans, La.—H. Lochte, Jr., awarded contract to R. W. Markel, New Orleans, for erection of single two-story residence; plans by MacKenzie & Biggs, New Orleans.

New Orleans, La.—Judge Marmouget awarded contract to Andrew Antony, Ponchatoula, La., for erection of cottage to cost \$7000; plans prepared by Frank G. Collom & Co., New Orleans.

New Orleans, La.—Consolidated Land Co. awarded contract to R. C. Huston, 726 Malson Blanch Bldg., New Orleans, for erection of 41 cottages, to cost about \$50,000; plans by Crosby & Henkle, Morris Bldg., New Orleans. (See "Miscellaneous Enterprises.")

Norfolk, Va.—Robert C. Henly will erect \$5000 residence in Chesterfield Heights; construction has begun.

Norfolk, Va.—W. S. Crocker awarded contract to J. D. Anders, 23 Essex Bldg., Norfolk, for erection of residence; frame; two stories, basement and attic; mill construction; hot-water heating; gas and electric lighting; cost \$6000.

Pensacola, Fla.—Robert L. Graveley, Box 344, Pensacola, will erect 15 frame bungalows in East Pensacola; estimated cost \$30,000.

Richmond, Va.—F. D. Barksdale, 314 West Grace St., awarded contract to O. B. Slaughter & Co., Commonwealth Bank, Richmond, for erection of proposed three-story dwelling; plans by Albert F. Hunt, 1107 East Main St., Richmond; structure 30x80 feet; hot-water heat.

Richmond, Va.—W. E. Seal, News Leader, Richmond, will erect residence; 8 or 10 rooms; vapor or hot-water heat; electric lights; conservatory attached to south side of building to open into both dining-room and parlor.

Richmond, Va.—Thomas Newell will award contract November 15 for proposed buildings; plans by Carl Ruehrmund, 918 East Main St., Richmond; seven brick tenement structures, with gas and electric lighting; cost \$25,000.

Roland Park, Station 1, Baltimore, Md.—

Contractors estimating on erection of residence at Roland Park for A. R. Hyatt of Hyatt Manufacturing Co., Baltimore and Holliday Sts., include Brown & Morgan, Builders' Exchange; Willard E. Harn, 2700 Huntingdon Ave.; Monmonier & Sorrell, 308 Laurens St., all of Baltimore; structure will be two and one-half stories; frame; ordinary construction; 50x100 feet; steam heat; electric lights; plans by Thomas C. Kennedy, Law Bldg., Baltimore. (Recently mentioned.)

Sheffield, Ala.—R. W. Butler has had plans prepared by Bearden & Foreman, Chattanooga, Tenn., for 10-room residence.

Stamford, Texas.—W. T. Andrews will erect residence.

Stamford, Texas.—W. E. Raynor will erect residence to cost about \$7000.

Stamford, Texas.—J. P. Astin will erect \$8000 residence; construction has begun.

St. George, S. C.—C. E. Von Lehe is having plans prepared by Sayre & Gadsden, Anderson, S. C., for two-story building for stores and dwelling. (See "Miscellaneous Structures.")

St. Louis, Mo.—Taft Real Estate Co. has purchased site 276x3000 feet and will erect about 12 dwelling in Taft Place.

St. Louis, Mo.—H. F. Kohler will erect residence.

Tallot County, Ga.—Stock company will erect small cottages for tuberculosis patients; architect not engaged to prepare plans; contemplate acetylene-gas lighting and installation of hydraulic ram for water supply; bids to be opened December 15. Address J. Monroe Anderson, Shiloh, Ga. (See "Machinery Wanted.")

Tampa, Fla.—A. C. Gramling has had plans prepared by L. F. Drake, Tampa, for bungalow.

Tampa, Fla.—Harry Howard will erect residence.

Tampa, Fla.—J. H. Detwiler will erect residence.

Tampa, Fla.—Gad Bryan will erect residence to replace dwelling recently destroyed by fire.

Tampa, Fla.—W. B. Denham awarded contract to Davidson & Adams for erection of residence; two and one-half stories; cost \$12,000.

Tulsa, Okla.—L. H. Beeler will erect \$3000 residence in College Hill.

Washington, D. C.—Harry Wardman, 1333 G St. N. W., has purchased tract of land at Connecticut avenue and Woodley road containing about 40,000 square feet, and will erect Italian villa style residence for himself; will also erect six dwellings at 13th and Lamont streets; three stories; brick and terra-cotta; 10 rooms; two baths; also six at 16th street and Columbia road, five of them to have 24-foot fronts; three stories; brick and terra-cotta.

Washington, D. C.—William H. DeLacy, Chevy Chase, Md., has had plans prepared by E. J. DeLacy, Washington, D. C., for residence at 45 Rhode Island Ave. N. E., Washington; one story; brick; estimated cost \$6500; plans by Julius Germuller, 485 Louisiana Ave. N. W., Washington.

Washington, Ga.—Phil Rosenburg will erect residence.

Winchester, Tenn.—Episcopal Church has had plans prepared by Bearden & Foreman, Chattanooga, Tenn., for rectory.

Wytheville, Va.—W. H. Fulton awarded contract to Wytheville Manufacturing Co. for erection of proposed dwelling; plans by Geo. C. Williams, Wytheville; two stories and basement; 32x60 feet; brick foundations; frame superstructure, storm-sheathed and weatherboarded, covered with galvanized shingles; hot-water heat; electric lighting; cost \$5500.

GOVERNMENT AND STATE BUILDINGS

Gainesville, Ga.—Postoffice.—Bids will be received at Treasury Department, office of James Knox Taylor, Supervising Architect, Washington, D. C., until December 8 for erection (complete) of U. S. postoffice at Gainesville in accordance with drawings and specifications, copies of which may be obtained at above office or of postmaster at Gainesville, at discretion of Supervising Architect.

Memphis, Tenn.—Fair Buildings.—Tri-State Fair Association will probably increase capital stock from \$50,000 to \$100,000; plans formulated for additions at Fair Grounds, including erection of building 200 feet square and construction of tunnel beneath race track; Frederick Argill, president.

New Orleans, La.—Buildings.—Col. Lansing

H. Beach, U. S. A., recommended that Government reject all bids on erection of 16 cottages and office building at Southwest Pass, Burrwood, and that bids be readvertised with fireproof construction specified in plans eliminated. (Recently mentioned.)

HOTELS

Ablene, Texas.—W. L. Beckham, Greenville, Texas, has had plans prepared by Lang & Wittell, Dallas, Texas, for erection of hotel at Abilene; three stories and basement; about 45x275 feet; fireproof; hot-water heating plant; cost about \$60,000; bids opened October 31. (Recently mentioned.)

Baltimore, Md.—Herman A. Duher, proprietor of Hotel Hermann, Pratt and Eutaw Sts., purchased property at 404 and 406 West Pratt St., adjoining hotel, and will remodel buildings.

Cumberland Gap, Tenn.—B. R. Strong, Knoxville, Tenn., will not erect hotel and sanitarium at Cumberland Gap. (Recently incorrectly reported.)

Florence, S. C.—Gresham & Ivey Company, J. W. Ivey, managing partner, will make improvements and additions to Central Hotel; plans by J. B. Leitner, Wilmington, N. C.; plans ready for bids; 15 rooms to be added, with baths, toilets and lavatories to each room; new brick kitchen; lobby to be overhauled, enlarged and wainscoted with marble; fireplaces with tile finish; probable cost within \$12,000; plans at office of architect. (See "Machinery, etc., Wanted.")

Fort Worth, Texas.—J. T. W. Tillar Estate, Ben J. G. Tillar, executor, accepted plans by Sanguinetti & Staats of Fort Worth for remodeling and reconstruction of Delaware Hotel; new portion to be 11 stories; fireproof; exterior of white enameled brick with glazed terra-cotta trimmings; each floor to contain 20 rooms; entire hotel 270 rooms; banquet hall on top floor; two elevators for general use and one freight elevator; arcade will extend from Houston to Main street; expenditure \$500,000.

Franklin, Ky.—C. Amperger of Paris, Ky., purchased Boissieu Hotel, recently reported sold, and will erect new hotel.

Gainesville, Ga.—Henry Long and Luther Roberts, purchasers of Gower Springs property, will erect hotel.

Gainesville, Ga.—Dr. Adair will, it is reported, erect hotel.

Gallatin, Tenn.—S. J. Fletcher, recently mentioned as having plans prepared by G. L. Lockhart, Stahlman Bldg., Nashville, Tenn., will expend about \$40,000 in erection of building; three stories; roof garden and basement; stone front; balance of brick; reinforced concrete floors; steel framing; 100 feet square; fireproof; steam heat; electric light plant in basement; automatic electric elevator; equipment will include engine, generator, boiler, switchboard, etc.

Gregory, Texas.—Coleman-Fulton Pasture Co. will erect hotel, for which plans were recently noted to be prepared by Alfred Giles, San Antonio, Texas; hotel and eating-house for railway station; 100x55 feet; ordinary construction; electric lighting; cost \$30,000; construction by day's labor.

Little Rock, Ark.—Terminal Hotel Co., Thomas Laferty, president, awarded contract to G. W. Fair, 331 Southern Trust Bldg., Little Rock, for erection of hotel and business building; plans by C. L. Thompson, Little Rock; three-story structure; 68x105 feet; brick exterior; frame interior; steam heat; electric and gas lighting; cost \$40,000. (Previously mentioned.)

Plainview, Texas.—J. N. Donohoo and R. C. Ware will erect large three-story brick building for hotel, bank and office purposes and stores; hotel to occupy second and third floors, with office and lobby on first floor; about 85 bedrooms. (See "Bank and Office Buildings.")

Washington, D. C.—Edward O. Whitford, president National City Dairy Co., No. 6 Wholesale row, City Market, is having plans prepared for hotel on North Capitol street.

MISCELLANEOUS STRUCTURES

Beeville, Texas.—Business Building.—W. O. McCurdy will erect business building; one story; brick; frontage 30 feet.

Big Spring, Texas.—County Jail.—Howard county will open bids November 11 for erection of county jail at Big Spring; certified check for \$5,000; plans and specifications on file at office of Lang & Wittell, architects, Dallas, Texas, or L. A. Dale, County Judge, Big Spring.

Fort Smith, Ark.—Store.—Dr. Geo. W. Smith is having plans prepared by A. C. Chisholm, Fort Smith, for retail hardware store building; 25x140 feet; brick; concrete

floor; steel ceiling; plate and prism glass fronts; slow-burning construction; cost \$5,000.

Dallas, Texas.—Business Building.—H. Hartman awarded contract to Alex. Watson, Dallas, for erection of business building; two stories; brick; cost \$15,000; plans by Lang & Wittell, Dallas.

Hopkinsville, Ky.—Store.—Anderson & Fowler Drug Co. awarded contract to Forbes Manufacturing Co., Hopkinsville, for erection of wholesale and retail drug building; 80x125 feet; brick, with marble show windows; ordinary construction; hot-water heat; electric lighting; electric elevators; cost \$60,000; plans by James Lee Long, Hopkinsville. (See "Machinery Wanted.")

Jacksonville, Fla.—Stores, etc.—E. H. Pilton had plans prepared for proposed store and apartment building by McClure & Holmes, 135 East Bay St., Jacksonville; two-story structure, 24x76 feet; press-brick front; iron; plate glass; gas and electric lighting; cost \$8,000.

Knoxville, Tenn.—Garage.—H. A. Rogers awarded contract to L. A. Galyon, Knoxville, for erection of automobile garage recently noted; plans by R. F. Graf, Knoxville; one-story and basement structure; 50x100 feet; brick walls; concrete basement; first floor, reinforced concrete; hot water or steam heat; electric and gas lighting; cost \$8,000.

Little Rock, Ark.—Stores, etc.—P. C. Dooly awarded contract to Schelmeizer & Schay, Little Rock, for erection of proposed two-story store and flat building; brick; concrete; stone trimmings; size 80x90 feet; electric and gas lighting; cost \$18,000; plans by J. M. Whitehead, 801 Southern Trust Bldg., Little Rock.

Little Rock, Ark.—Pythian Castle.—Bayard Damon Lodge, No. 3, Knights of Pythias, will erect castle hall; three stories; cost about \$50,000.

Livingston, Texas.—County Jail.—Polk county will open bids November 9 for erection of proposed addition to county jail; fireproof; brick; 26x35 feet; electric lights; cost about \$6,500; plans by A. Delisle, 202 Levy Bldg., Houston, Texas.

Lonsdale, Md.—Home and Infirmary.—Home and Infirmary of Western Maryland will erect wing to be used as home for nurses and other essential additions; it is also contemplated to erect sun parlor.

Malvern, Ark.—Store.—Powell S. Carden will rebuild store building recently burned; brick structure; 25x80 feet; ordinary construction; electric lighting; cost \$2,000.

Marlin, Texas.—Hospital.—J. W. Torbett will erect hospital building; part of building for offices; brick; cost \$15,000.

McAdeville, N. C.—A. K. Loftin, Lincoln, N. C., has contract for erection of store building in McAdeville.

Memphis, Tenn.—Business Building.—I. Samelson will erect business building.

Middlesboro, Ky.—Business Building.—J. P. Brashear, Box 39, will erect two-story brick business house; 25x100 feet; cost \$6,000. (Recently noted under "Dwellings.")

Mobile, Ala.—Sanatorium.—Inge-Bondurant Infirmary had plans prepared by Rudolph Benz & Sons, Mobile, for proposed three-story brick sanatorium; steam heat; electric lighting; electric elevator.

Mobile, Ala.—Store Building.—John Kaune awarded contract for erection of frame store building after plans by W. R. Biggers, Mobile; owner to furnish electrical fixtures, bath supplies and composition roofing.

Mobile, Ala.—Turkish Bath, etc.—W. R. Biggers, Mobile, is preparing plans for Turkish bath, with swimming-pool and apartment; owners' names not announced.

New Orleans, La.—Business Building.—H. L. Nick, 319 Charters St., has had plans prepared by John Henry, Godchaux Bldg., New Orleans, for business building to replace structure previously reported destroyed by fire; mill construction; site 73x120 feet; electric lights; two electric elevators; cost \$10,000.

New Orleans, La.—Stable and Servants' Quarters.—L. Vaccaro is having plans prepared by E. F. Spole, New Orleans, for servants' quarters and stable in rear of his residence.

New Orleans, La.—Store Building.—Stefano & Ferraro awarded contract to Gaspare Noto, New Orleans, at \$6800, for erection of store building; two stories; frame; plans by S. P. Simon, New Orleans.

New Orleans, La.—Business Building.—P. Lecuire awarded contract to W. O. Ervin, New Orleans, for erection of business building; press brick; two stories; plans by N. Kohlman, New Orleans.

Norfolk, Va.—Furniture Store.—Israel Rot-

tenburg opened bids November 5 for erection of proposed furniture store; plans by Ferguson & Chandler, 20 Bank St., Norfolk; two-story brick structure; 32x150 feet; mill construction; iron beams; steam heat; electric lighting; hand elevator.

Northfolk, W. Va.—Business Buildings.—Northfolk Realty Co., Box 16, is having plans prepared for five buildings in addition to business building recently noted. (See "Miscellaneous Enterprises.")

Oklahoma City, Okla.—Store, Etc.—D. Wolf & Son will open bids November 10 for erection of proposed two-story store and office building; plans by D. W. F. Turbyfill, 414 Bassett Bldg., Oklahoma City; brick structure; 50x135 feet; ordinary construction; gas heating; electric lighting; cost \$16,000.

Passagville, Fla.—Bathhouse and Pavilion. John D. Leshner, Jamestown, N. Y., has purchased site in Passagville and will erect pavilion and bathhouse; bathhouse to contain 55 bathrooms.

Plainview, Texas.—Stores, etc.—J. N. Donohoo and R. C. Ware will erect large three-story brick structure for dry goods and hardware stores, bank and office purposes and hotel. (See "Bank and Office Buildings.")

Ramona, Okla.—Store and Lodge Building.—E. O. Woolley, J. W. Bondel and W. Burkin will erect building for stores and I. O. O. F. hall; two-story structure; 50x115 feet; brick and stone; steel ceilings; 1 beams; steel balcony and fire-escape; ventilators; plate and prism glass; natural-gas heating; electric and natural-gas lighting; cost \$10,500; stores on first floor; hall above; plans by Lee Matthews, Tulsa, Okla.; bids to be opened November 15.

Prescott, Ark.—Business Building.—C. C. Hamby is having plans prepared by Gibbs & Sanders, Little Rock, Ark., for business building; storeroom, offices and barber shop; fireproof structure; 50x90 feet; one-story; three rooms; electric lighting; cost \$3,500. (See "Machinery Wanted.")

Roanoke, Va.—Store Building.—A. B. Stanley will rebuild store building reported destroyed by fire; loss about \$15,000.

Stamford, Texas.—Business Building.—W. N. Bunkley will erect business building; cost \$8,000.

St. George, S. C.—Stores, etc.—C. E. Von Lehe will erect two-story structure, 50x100 feet, for stores and dwelling; mill construction; brick; cost \$4,500; plans by Sayre & Gadsden, Anderson, S. C.; will award contract about January 1; recently noted under "Bank and Office Buildings." (See "Machinery, etc., Wanted.")

St. Louis, Mo.—Business Block.—John Cavanaugh will erect two-story business block to cost about \$10,000.

St. Louis, Mo.—Hospital.—Association Hospital has had plans prepared by R. G. Kirsch Company, Mermod-Jaccard Bldg., St. Louis, for hospital to cost \$25,000; size 42x125 feet; steam heat; electric and gas lighting; contract to be awarded November 15.

Vicksburg, Miss.—Sanitarium.—Vicksburg Sanitarium will erect addition after plans being prepared by W. A. Stanton, 501 First National Bank Bldg., Vicksburg; three stories and basement; 42x91 feet; Turkish bath; steam heat; electric lighting; laundry machinery to be installed.

Winston-Salem, N. C.—Lodge Building.—Independent Order of Odd Fellows will erect lodge building; first floor will be used as storerooms and top floor as lodgerooms; W. E. Beck, chairman building committee.

MUNICIPAL BUILDINGS

Greenwood, S. C.—Town Hall.—City has had plans prepared by Cothran & Cothran of Greenwood for two-story building to be used for fire department and for offices for town officials.

Oklahoma City, Okla.—Stable.—City will erect brick stable; cost \$2,500; Henry M. Scales, Mayor.

Parsons, W. Va.—Fire-department Building.—City will vote on issuance of \$30,000 of bonds to erect and equip fire-department building and construct and maintain waterworks; H. L. Bennett, Mayor.

St. Louis, Mo.—Library.—Public Library Board approved plans by Hellmuth & Spiering of St. Louis for Souldard Branch Library; one story and basement; wood and stone; granite base; main floor to be in one room with shelf capacity of 18,000 books; basement to contain auditorium to seat 400. Plans for the North St. Louis Branch are being prepared.

RAILWAY STATIONS

Gastonia, N. C.—Southern Railway, D. W. Lum, chief engineer, Washington, D. C.,

awarded contract to J. E. McAllister of Gastonia to erect freight depot at Gastonia.

Savannah, Ga.—The Brinson Railway, Geo. M. Brinson, president, Springfield, Ga., will erect temporary frame freight depot 25x40 feet, and permanent brick structure 40x160 feet, to be used for depot, warehouse and office purposes. (Previously mentioned.)

SCHOOLS

Buda, Texas.—City has voted additional tax for erection of \$10,000 school building. Address The Mayor.

Berwyn, Md.—Prince George county is calling for bids for erection of brick school building in Berwyn. Address County Commissioners.

Brentwood, Md.—Prince George county awarded contract to R. V. Lightbown, Mt. Ranier, Md., for erection of school building at Brentwood; 50x56 feet; two stories and basement; brick; six rooms; furnace heat; cost about \$800; plans by Charles M. Lightbown, Mt. Ranier, Md.

College Station, Texas.—Agricultural and Mechanical College will repair building recently damaged by fire to extent of about \$300; no contract; work to be done by college superintendent of repairs; M. E. Andrews, secretary.

Cordell, Okla.—Bids opened November 5 for erection of two stone and brick school buildings; separate bids for heating and plumbing; cost about \$40,000; plans and specifications on file at offices of A. A. Crowell, architect, Enid, Okla., or of D. E. Weaver, clerk of the Board of Education, Cordell, or extra sets of plans can be obtained from architect on deposit of \$25; bonds have been voted. (Recently mentioned.)

Gurley, Ala.—City contemplates erection of \$5,000 school building; two stories; brick; contract not awarded. Address The Mayor.

Langston, Okla.—Board of regents, Guthrie, Okla., will expend \$60,000 in construction of buildings (recently mentioned) at Colored Agricultural and Normal University at Langston; three-story, fireproof structure; steam heat; gas and electric lighting; plans by C. H. Sudhoeiter & Co., Muskogee; bids to be opened November 16.

Liberty, N. C.—City has had plans prepared by W. L. Brewer, Greensboro, N. C., for high-school building at Liberty; will contain auditorium, six classrooms and office; hot air heat; cost \$8,000; architect will superintend construction.

Maysville, Ky.—City will vote November 31 on \$30,000 bond issue for school improvements. Address The Mayor.

Minco, Okla.—City has voted \$15,000 of bonds for school improvements. Address The Mayor.

Montgomery, Ala.—Alabama and Northern Alabama Conference of Methodist Episcopal church South has ordered W. M. Poinexter, 806 17th St. N. W., Washington, D. C., architect, to modify plans for Methodist Woman's College; new bids will be called, all recent bids having been rejected; B. B. Brown, superintending architect; W. H. Thomas, chairman building committee, both of Montgomery, Ala. (Recently noted.)

Muskogee, Okla.—Muskogee county has had plans prepared by Frank M. Blaisdel, Ft. Smith, Ark., and awarded contract to Oklahoma City Construction Co., Oklahoma City, Okla., for erection of 30 school buildings in Muskogee county; each 24x32 feet; one room; cost \$900. (Recently mentioned.)

New Orleans, La.—Bids will be opened November 23 for erection of two-story and basement brick school building; deposit \$1,000 with City Treasurer and his receipt enclosed with bid; bond equal to one-half contract price; bidders must have paid their city license; plans and specifications on file at office of City Engineer; Charles R. Kennedy, Comptroller.

Paris, Texas.—City will rebuild school building recently reported destroyed by fire with loss of about \$35,000; new structure to be three stories; face brick; steam heat; gas and electric lights; probably mill construction; H. T. Phelps, architect, San Antonio, Texas; Will Eubank, Eubank, Okla., mentioned as probable contractor; cost about \$45,000; Ed H. McCulston, Mayor.

Paris, Ark.—School Board will open bids about December 10 for erection of school-house, for which plans were recently noted to be prepared by Gibbs & Sanders, Gazette Bldg., Little Rock, Ark.; steam heat; electric lighting; cost \$30,000.

Sayre, Okla.—City will expend \$25,000 in erection of school building; contract recently noted awarded to W. M. Rice, Amarillo, Texas; three stories; brick; stone trimmings; size 71x30 feet; steam heat;

plans by D. P. Kaufman & Son. (See "Machinery Wanted.")

St. Joseph, Mo.—City awarded contract to J. W. Lehr, St. Joseph, for proposed additions to school building; plans by Trunk & Helm, 417 Hughes Bldg., St. Joseph; additions 44x67 feet, making wing on each side of present building; four rooms to each wing; fireproof; steam heat; electric and gas lighting; will install steam engine to drive fan; heating contract awarded to Rich Plumbing Co., St. Joseph. (See "Machinery Wanted.")

Sugden, Okla.—City awarded contract to C. E. Yoder, Sugden, for erection of school building recently mentioned; ordinary construction; brick; hot-air heat; cost about \$10,000.

Thomson, Ga.—City will issue \$25,000 of bonds for erection of school building. Address The Mayor.

Tulsa, Okla.—School Board has declared election for \$125,000 of bonds mentioned in September illegal, and another election will be held within three weeks to vote new bonds. Address The Mayor.

University, Ala.—University of Alabama, John W. Abercrombie, president, will expend \$17,000 for immediate improvements to Wood Hall and paving grounds; contracts to be awarded at once.

THEATERS

Baltimore, Md.—James W. Bowers, Jr., 16 East Lexington St., will expend \$8000 in erection of moving-picture theater recently mentioned; one story; 30x90 feet; brick and iron; steam heat; electric lighting; John S. Moke, 1825 West Baltimore St., Baltimore, contractor.

Bay City, Texas.—Bay City Opera-House Co. is name of company recently reported organized with \$10,000 capital stock; contract has been let for remodeling two-story brick building as opera-house, to consist of auditorium divided into parquet, balcony and gallery, with seating capacity of 800; will expend \$10,000 in equipments; G. G. Moore is president and J. P. Keller secretary.

Johnson City, Tenn.—T. A. Gillespie will, it is reported, erect opera-house and market, expending \$30,000.

WAREHOUSES

Atlanta, Ga.—W. L. Fain purchased site at \$25,000 from Fitzhugh Knox and has contracted with Mr. Knox for erection of warehouse; three stories; mill construction; 163x148 feet.

Atlanta, Ga.—John J. Woodside will award contract November 14 for erection of storage warehouse for household goods recently mentioned; six stories and basement; 40x100 feet; reinforced concrete; metal doors and windows; electric elevator; cost \$16,000; plans by G. E. Murphy, Candler Bldg., Atlanta.

Baltimore, Md.—Martin Wagner Company, William A. Wagner, president, Atlantic wharf, foot of Lakewood Ave., awarded contract to John Cowan, 106 West Madison St., Baltimore, for erection of office building on eastern half of Pier 2; structure to be three stories; 45x50 feet; brick construction; slag roof; steam heat; estimated cost, \$10,000.

Bluefield, W. Va.—Georgia Lumber Co. awarded contract for erection of proposed warehouse and office building. (See "Lumber-manufacturing Plants.")

Corning, Ark.—Farmers' Union Warehouse & Gln Co. incorporated with \$10,000 capital stock, and H. H. Williams, president. (See "Cotton Compresses and Gins.")

Gracey, Ky.—Gracey Farmers' Storage & Warehouse Co. incorporated with \$1500 capital stock; J. P. Watson, president and general manager; H. C. McGehee, secretary-treasurer.

Houston, Texas.—C. Schwarz will erect warehouse; four stories; brick; mill construction; 53x157 feet; fireproof; 30,000 square feet of floor space.

Jonesboro, Ark.—Hub Manufacturing Co. will rebuild warehouse recently burned; will erect three buildings, 30x130 feet; frame structures; electric lighting; plans by H. J. Bosling; contract awarded to W. R. Jackson.

Kansas City, Mo.—Bradley-Alderson Implement Co. awarded contract to Industrial Contracts to remodel agricultural implement house; plans by J. O. Hogg, 945 New York Life Bldg., Kansas City, Mo.; wood construction; electric lighting; hydraulic elevator.

Memphis, Tenn.—H. A. Carroll awarded contract to J. W. Howard, Memphis, for erection of proposed warehouse after plans

by L. N. Weathers Company, Memphis; two stories; brick; mill construction; electric lighting; cost \$4500.

Paris, Texas.—Lamar County Farmers' Union Warehouse Co. incorporated with \$3600 capital stock by G. R. Hancock, J. Wash Biard and James Collie.

Pocahontas, Ark.—Farmers' Warehouse & Gln Co. organized with C. H. Carter, president. (See "Cotton Compresses and Gins.")

Rock Hill, S. C.—Edward Fewell will rebuild cotton warehouse recently reported burned; structure to have three compartments, 50x100 feet each; brick; fireproof; concrete floors; contract awarded to A. D. Holler, Rock Hill.

Seguin, Texas.—J. D. Goodwin has contract to erect cotton warehouse, 60x200 feet.

Sumner, Miss.—Farmers' Union Warehouse Co., recently reported incorporated, will erect \$2500 warehouse; 153x70 feet; plans and construction by J. H. Meyers.

Warsaw, Mo.—S. L. Heath awarded contract to Ceuloflower & Taylor for erection of proposed warehouse for implements and machinery; ordinary construction; 41.3x90 feet; brick; steam heat; electric lighting; hand elevator; cost \$7000; plans by Edward A. Strong, Suite 1, Katie Bldg., Sedalia, Mo. (See "Machinery Wanted.")

Wideman, Ark.—Union Warehouse Co. incorporated with \$5000 capital stock by J. F. Down, William Kerr, T. R. Wilson and others.

RAILROAD CONSTRUCTION RAILWAYS

Abilene, Texas.—Contracts are reported let for grading the Abilene & Ballinger Railroad from Abilene to Winters, Texas.

Ardmore, Okla.—The St. Louis & San Francisco Railroad, it is reported, contemplates building a line from Ardmore to Poolville. J. F. Hinckley is chief engineer at St. Louis, Mo.

Buena Vista, Ga.—The Buena Vista & Northeastern Railroad Co. has been granted a charter with an authorized capital of \$300,000 to build a line from Buena Vista to Mauk, Ga.; connection at the latter point with the Atlanta, Birmingham & Atlantic Railroad. The incorporators reside at Atlanta and are J. A. McLeay, C. V. Sprinkle, S. G. Collier, W. S. Lounsbury, H. V. Wilson, John Y. Smith, Sam L. Floyd, E. N. Lively, J. G. Wynn and A. R. DeBorde.

Centers, Texas.—President E. P. Ripley of the Santa Fe system is reported as saying that construction will soon be resumed on the line between Centers and Zuber, Texas. C. F. W. Felt is chief engineer at Galveston, Texas.

Columbia, Mo.—Reported that O. W. Sprate of St. Louis, Mo., and V. M. Dissaffrey of Buffalo, N. Y., are backing a plan to build an electric railway from Columbia to Mexico, Mo., about 30 miles. A proposition is made to the Commercial Club of Columbia that \$5000 be raised for preliminary survey, plans and right of way.

DeKalb, Miss.—President Sam O. Bell of the Sanoddy Valley Railroad advises the Manufacturers' Record confirming a report that J. P. Hornaday & Co., 30 Church street, New York, are requesting bids for building the proposed line from DeKalb to Sucarnochee, 12 miles, connecting with the Mobile & Ohio Railroad; also that there will be 86,000 cubic feet of grading, while the track will be laid with standard oak ties and 60-pound rail.

El Paso, Texas.—The San Diego, El Paso & St. Louis Railroad Co., capital \$100,000, has applied for a charter to build a line about 100 miles long northeast from El Paso. The incorporators are A. Courchesne, James A. Dick, W. C. Davis, Horace B. Stevens, Z. T. White, L. E. Booker, J. J. Mundy, W. Cooley, J. A. Smith, John A. Happer, W. J. Harris and Irvin John, all of El Paso, Texas.

Evenwood, W. Va.—An official letter to the Manufacturers' Record says that over 250 men are now employed on the Sewall Valley Railroad, which is being built by the Meadow River Coal & Land Co. from Meadow Creek Station, on the Chesapeake & Ohio Railway, into coal and timber lands, 20 miles, and some track will be laid this winter. T. W. Raine of Evenwood, W. Va., is president; Edward S. Jones of Scranton, Pa., vice-president; Charles E. Andrews, Jr., of New Bethlehem, Pa., treasurer; T. M. Arnold of Clarion, Pa., secretary.

Fayetteville, Ark.—Louis Moulton of Boston has applied for a street-car franchise to connect with an electric railway projected from Siloam Springs to Huntville, Ark. G. T. Propper of Minneapolis also has a plan to build a belt line connecting with a road to Joplin, Mo. The latter contemplates

using an old right-of-way granted for a steam road from Fayetteville east six miles.

Fruitdale, Ala.—A letter to the Manufacturers' Record says that the Alabama & Mississippi Railroad of the Vinegar Bend Lumber Co. is building the railroad near Fruitdale to reach timber lands in that locality. It is about 12 miles long and connects with the Mobile & Ohio Railroad. N. E. Turner of Vinegar Bend, Ala., is the owner.

Graham, Texas.—Survey is reported begun for the proposed extension of the Chicago, Rock Island & Pacific Railway from Graham to Stamford, Texas. W. C. Beech is engineer in charge at Graham, and J. B. Berry is chief engineer at Chicago.

Greenwood, S. C.—The Manufacturers' Record is informed that preliminary surveys and traffic report for the Middle Carolina & Western Railway have been completed by Cothran & Cothran, engineers and architects, Greenwood, S. C.

Groveton, Texas.—The Groveton, Lufkin & Northern Railroad is reported completed from Groveton to Lufkin, Texas, 37 miles. J. C. Henderson of Groveton is president.

Lawton, Okla.—Charles Orth, engineer of the Lawton, Wichita Falls & Northwestern Railway, informs the Manufacturers' Record that plans and specifications will soon be ready at his office at Randlett, Okla. Construction is under way, and it is expected to increase forces immediately.

Little Rock, Ark.—Reported that the Dalt-hoff Construction Co. has been given a \$300,000 contract by the Rock Island system to build the new terminal yards and buildings at Hulbert, near Hopefield.

Mangum, Okla.—J. O. McCollister is reported as saying that rights of way for the proposed Southwestern Interurban Railroad are being secured, after which permanent survey will be made from Mangum to Francis, Okla., 22 miles. The overhead trolley will be used; line will connect Mangum, Granite, Altus, Blair, Hollis, Vinson, Reed and Cordell; capital \$1,000,000; construction contemplated next spring; headquarters at Mangum; J. W. Solomon of Reed, Okla., president; H. M. Ferguson of Mangum, vice-president; J. O. McCollister of Mangum, secretary; James Duffy of Vinson, treasurer.

Marianna, Fla.—An officer of the Atlanta & St. Andrews Bay Railway informs the Manufacturers' Record that the report that the company contemplated building a branch from Fountain to Marianna is an error.

McAlester, Okla.—H. A. Hicks of Raydon, Okla., has, it is reported, arranged for a meeting at McAlester to promote a proposed electric railway from McAlester to Raydon.

Monroe, La.—Reported that the Louisiana, Arkansas & Gulf Railway will shortly build an extension from Hamburg to Pine Bluff, Ark., about 80 miles. J. M. Parker is general manager at Monroe, La., and E. T. Bond is chief engineer at Bastrop, La.

Nashville, Tenn.—The Nashville & Franklin Interurban Railway is preparing to lay track, the ties being already placed, and rail-laying will begin as soon as the steel arrives. The Fidelity Construction Co. of Detroit has the contract for the overhead work.

Norfolk, Va.—Raymond Dupuy, vice-president and general manager of the Virginian Railway, is reported as saying that 410 miles of track are laid, leaving 32 miles to complete the road. All the track in West Virginia is laid, about 115 miles being in that State. Between Roanoke and Alta Vista about 15 miles are to be laid. Construction there is heavy and also at the crossing of New River. All track is to be completed by January 1, but operation for through trains will not begin until some time thereafter.

Norfolk, Va.—Application is reported made for a railroad charter to build a line from Norfolk to Lynnhaven and points in the Rappahannock section. Those reported interested are Alvah H. Martin, president; Walter H. Taylor, vice-president; Nathaniel Beaman, treasurer, and J. Edward Cole, secretary. The Lynnhaven Terminal Corporation is the name of the company, and a ferry from Cape Henry to Cape Charles is contemplated.

Northfork, W. Va.—Aaron Catzen, general manager of the Northfork Realty Co., informs the Manufacturers' Record that an electric line is contemplated. Col. L. E. Tierney of Powhatan, W. Va., is president; Judge John J. Lincoln, Elkhorn, W. Va., vice-president; Dr. L. H. Clark, Kyle, W. Va., secretary and treasurer; other incorporators being John J. Tierney, Elkhorn, W. Va., and Louis B. Page, Upland, Pa.

Ocala, Ga.—Application has been made to charter the Ocala Southern Railway Co. for a line from Ocala south to Nashville, Ga.,

about 30 miles; capital \$150,000. The incorporators are J. A. J. Henderson, W. N. Smith, Wm. Henderson, R. V. Paulk, Jno. D. Paulk, R. L. Henderson, J. L. Paulk, M. J. Paulk, Reason Henderson and H. J. Quincey, all of Ocala, Ga.

Pensacola, Fla.—Reported that Louis Boley, Sr., of Pensacola has abandoned his plan to build a railway from Pensacola to Olive Station, the franchise requested having been refused by the franchise committee, which failed to approve his route.

Richmond, Va.—The Richmond, Urbanna & Peninsular Railway Co. has been chartered to build a line or lines connecting West Point, Urbanna and other places in several counties. The total length of line, including branches, will be 116 miles. Capital, \$100,000 to \$500,000. The officers are: President, John C. Robertson; vice-president, Boyce D. Brooker, both of Richmond; treasurer, George C. Bland of Shackelfords, Va.; secretary, James Taylor Robertson of Richmond; directors, John C. Robertson, George C. Bland, Walter H. Ryland and J. W. Hurley of Urbanna, J. Taylor Robertson of Chesterfield, Alfred C. Palmer, Boyce D. Brooker of Richmond and George W. Brown of Saluda, Va. Later—An officer writes the Manufacturers' Record that the main line from West Point to Urbanna, 16 miles, will first be built, after which about 60 miles of branches will be constructed; survey made, but contract not to be let until all rights of way are secured; Col. C. P. E. Burgwyn of Richmond is engineer in charge.

Salem, Va.—Contract is reported let to D. W. Flickwir to build the Catawba Valley Railroad from Salem to the silica mines in Craig county, 12 or 15 miles. The Norfolk & Western Railway is reported to have taken over the road. C. S. Churchill is chief engineer of the latter at Roanoke. T. M. Boulware, it is reported, is engineer in charge of survey.

San Antonio, Texas.—Dr. Charles F. Simmons, office at San Antonio, Texas, and residence at Excelsior Springs, Mo., writes from the latter place to the Manufacturers' Record that application has been made to charter the Artesian Belt Railroad, which has been surveyed and located, and contract for grading, track and surfacing has been let to the J. F. Burns Construction Co. of Devine, Texas. Ties are on hand to complete line from Macdona south to New Artesia, about 40 miles, Macdona being on the Southern Pacific line not far west of San Antonio. From New Artesia the line is to be continued to Simmons City, in Live Oak county, Texas, between 20 and 30 miles. Contract is to be completed by June 1 next; meanwhile survey will be made for the latter portion of the line, and then it will be arranged to extend further toward the Rio Grande. William Bradburn is chief engineer at 215 Alamo Plaza, San Antonio, Texas. Later—A report from Austin says capital is \$70,000, and the incorporators are Charles F. Simmons, A. M. Bates, Excelsior Springs, Mo.; E. P. Simmons, Robert Clarke, C. N. Feamster, J. O. Terrell, Dick O. Terrell, J. P. Barclay, A. M. Avant, Charles Paterson, San Antonio, Texas, and Jourdan Campbell, Campbelltown, Atascosa county, Texas.

Sedgwick, Ark.—Survey is reported made for the extension of the Cache Valley Railroad from Light to Paragould, Ark., 18 miles. It is also contemplated to build from Sedgwick to Newport, Ark., 40 miles. B. F. Schatzman is chief engineer at Sedgwick, Ark.

Shreveport, La.—President A. K. Clingman of the Shreveport Northeastern Railroad is reported as saying that arrangements are made for construction and it will be completed by February 1. The line is to run from Shreveport to Homer, 47 miles. Between Homer and Minden, 20 miles, all but one mile of track is completed. Men are on hand to begin work.

Spotsylvania, Va.—Reported that a movement is under way by local business men to build an electric railway from Spotsylvania to Mineral City and Fredericksburg, Va. The Mayor may be able to give information.

Velasco, Texas.—Felix Jackson, general manager of the Houston & Brazos Valley Railroad, is reported as saying that about \$150,000 are to be spent for the improvements contemplated at Velasco; also that the extension to the lighthouse is nearly completed.

Waycross, Ga.—The Hebard Cypress Co., with headquarters at Scranton, Pa., contemplates, it is reported, building a railway 50 miles long through the Oklawaha Swamp in Southern Georgia, where it has timber interests.

STREET RAILWAYS

Augusta, Ga.—The Augusta Railway & Electric Co., it is reported, contemplates ex-

tensions and improvements. James U. Jackson is vice-president.

Beaumont, Texas.—The Beaumont Traction Co. is making a number of improvements and several others are projected.

Birmingham, Ala.—G. T. Brazelton, secretary and treasurer of the Edgewood Land & Improvement Co., 328-329 Hood Bldg., Birmingham, writes the Manufacturers' Record that organization of the Birmingham & Shades Mountain Electric Railway Co. is not yet complete; line will be about five miles long from a connection with the South 15th Street line of the Birmingham Railway, Light & Power Co. It will accommodate the suburbs of Edgewood, Oak Grove and Rosedale.

El Paso, Texas.—President Frank R. Tobin of the El Paso Suburban Railway Co. has applied for a franchise in El Paso from the city limits to the Union Station. It is said that five miles of line have already been built from the town of Tobin to Fort Bliss.

Johnson City, Tenn.—The Johnson City Traction Co. has, it is reported, begun work on the extension of its line.

Marshall, Texas.—Franchise for an electric street railway has, it is reported, been granted to M. Turney and associates.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Acetylene Gas Plant.—J. Monroe Anderson, Shiloh, Ga., wants prices on acetylene gas plant.

Air Compressor.—Heath Mining Co., 413 Peters Bldg., Atlanta, Ga., wants prices on second-hand air compressor to run 20 air drills; delivery near Gadsden, Ala.

Architects' Supplies.—Cothran & Cothran, 10 Masonic Temple, Greenwood, S. C., want catalogues and samples of machinery and supplies of interest to architects.

Belting.—Rene Dandoy, 607 Chaussee de Waterloo, Uccle, Brussels, Belgium, is prepared to correspond relative to representing American manufacturers of belting.

Blackboards.—W. M. Rice, Amarillo, Texas, wants prices on blackboards.

Boiler.—Heath Mining Co., 413 Peters Bldg., Atlanta, Ga., wants prices on second-hand 150-horse-power boiler, guaranteed 125 pounds per square inch; delivery near Gadsden, Ala.

Boiler.—Jas. S. Millikin, Millikin, La., wants second-hand boiler; 150 to 200 horse-power preferred; would buy 250 or 300-horse-power engine if suitable.

Boiler.—See "Water-purification System."

Boiler.—Peacock's Iron Works, Selma, Ala., wants second-hand 60-horse-power boiler; fire-box type; for Texas delivery. State condition, size, steam pressure and lowest cash price.

Bottles.—Maphis Chemical Co., Strasburg, Va., wants prices on bottles for toothwash, etc.

Brass Foundry.—See "Machine Shops."

Brazing.—See "Electric Brazing."

Brick Machinery.—John Murrow, Tifton, Ga., wants catalogues and prices on machinery for dry press-brick plant of 25,000 to 40,000 daily capacity.

Brick Machinery.—Jose Maria Olivieri, Rubio, State of Tachira, Venezuela, wants catalogues, prices and full information on machinery for manufacturing bricks, tiles for roofing and pottery; especially wants information on small equipments of simple operation; weight not to exceed 125 pounds; would order through New York agent.

Bridge Construction.—Bids will be received at office of State Highway Commissioner, Richmond, Va., until November 25 on alternate plans for steel and reinforced concrete bridge over Chickahominy river, on road from Fair Oaks to Cold Harbor, between Henrico and Hanover counties. Plans on file at office of State Highway Commis-

sioner; certified check, \$300; Thomas R. Puller, chairman Joint Commission.

Bridge Construction.—New proposals will be received at office of Ben G. Davis, Town Clerk, 110 Oak Ave., Takoma Park, Md., P. O. Takoma Park, D. C., until November 11 for construction of reinforced concrete-steel bridge across Sligo branch at Takoma Park; to be about 275 feet long, 16 feet roadway and 50 feet above stream; \$10,000 available. Plans and specifications can be obtained from M. S. Gielow, 1307 F St. N. W., Washington, D. C.; W. G. Platt, Mayor.

Bridge Construction.—Commissioners of Spartanburg county, Spartanburg, S. C., and of Greenville county, Greenville, S. C., will receive bids at bridge site until November 9 for construction of Bennett bridge over Enoree river between said counties; proposals to be received on both wood and steel bridges; plans for former are being prepared by William D. Neves, City Engineer of Greenville, and for steel bridge by A. D. McClain, contracting engineer, Spartanburg, S. C.; bridge will consist of one main span 100 feet long and two approach spans 70 feet each, and two small concrete abutments; piers for supporting main span are already in place.

Briquette Machinery.—Dr. W. T. Baker, Dallas, Texas, wants to correspond with manufacturers of machinery to make briquettes from lignite.

Buggy Materials.—M. I. Seale, Greensboro, Ga., wants names and addresses of manufacturers of buggy materials.

Building Materials.—James Lee Long, architect, Hopkinsville, Ky., wants catalogues, samples, etc., of general building materials.

Building Materials.—C. E. Von Lehe, St. George, S. C., wants prices on building materials for brick double-story building; 50x100 feet; for stores and dwelling.

Cannery Machinery.—A. W. McLean, Lumberton, N. C., wants information relative to canning of sweet potatoes for market; wants addresses of such plants already established.

Canning Machinery.—H. L. Ball, Eastville, Va., wants to correspond with manufacturers of canning machinery.

Cans.—Maphis Chemical Co., Strasburg, Va., wants prices on cans for tooth powder.

Carpet.—See "Upholstering Materials."

Cars.—Dr. Chas. F. Simmons, Excelsior Springs, Mo., wants freight and flat cars; also 12 motor cars.

Church Furnishing.—C. I. Stacy, pastor, Elberton, Ga., wants prices on furniture for \$10,000 edifice.

Columns.—Lawton Sash & Door Co., Lawton, Okla., wants prices on porch columns.

Concrete Dams.—See "Electrical Machinery" wanted by United Powers Co.

Conveying Machinery.—Port Arthur Export Co., Port Arthur, Texas, wants information, catalogues and prices on conveying machinery for export warehouse; wants to convey sacked meal to different parts of 700-foot dock and stack same from 6 to 12 sacks high.

Corn Mills.—A. Baumann, Odessa, Russia, wants catalogues and prices on corn-grinding mills; wants to represent manufacturers.

Cornice.—J. W. Ivey, Central Hotel, Florence, S. C., wants prices on inside cornice.

Corrugated Bars.—Kirwan-Roberts Supply Co., 409 Exchange Place, Baltimore, Md., wants 100 tons corrugated reinforcing bars for concrete work; second-hand preferred.

Cranes.—Rene Dandoy, 607 Chaussee de Waterloo, Uccle, Brussels, Belgium, is prepared to correspond relative to representing American manufacturers of cranes.

Crossarms.—See "Electrical Machinery" wanted by United Powers Co.

Electric Brazing.—Ladd Fire Brick Works, Fort Payne, Ala., want to let contract for brazing a casting by electric process; location on Queen & Crescent Route.

Drainage.—See "Paving."

Drydock.—Mississippi River Commission, Liggett Bldg., St. Louis, Mo.—Sealed proposals for constructing side-haul railway drydock will be received until November 23; information furnished on application; G. R. Lukesh, Captain, Engineers, secretary.

Electric Equipment.—Jno. H. Ballinger, Box 28, R. F. D. No. 5, Atlanta, Ga., wants 5-kilowatt generator and storage battery for about 63 volts.

Electric Equipment.—T. G. Johnson, Mayor, Norcross, Ga., will receive prices on wire, lamps, transformers, etc. (See "Electric Light and Power Plants.")

Electric Fixtures.—E. C. Johnson, North, S. C., wants catalogues and prices on special electric fixtures for two-story department-store building.

Electric Motor.—Department of Justice, Office of Superintendent of Prisons and Prisoners, Washington, D. C. Sealed proposals will be received until November 30 for furnishing and delivering at United States Penitentiary, Atlanta, Ga., one 25-horse-power electric motor and material in accordance with specifications, copies of which, together with further information, may be had upon application at above office; R. V. Ladow, Superintendent of Prisons and Prisoners, Department of Justice, Washington, D. C.

Electric Motor.—Carl Bolter, New Nelson Bldg., Kansas City, Mo., wants prices on electric motor.

Electrical Machinery.—C. W. Hunter Upholstering Co., Bessemer, Ala., wants second-hand 10-horse-power motor; three-phase; 60 cycles; 230 volts.

Electrical Machinery.—United Powers Co., H. J. Palmer, engineer in charge, 102 Sibley Bldg., Newport News, Va., will be in market for three 250-horse-power turbines, 20-foot head automatic regulators for each turbine; three 170-kilowatt 6000-volt generators, with exciter and switchboard instruments, complete; three complete lightning-arrester panels; turbines and electrical apparatus to be installed by contractors furnishing them; two concrete dams about as follows: 100 feet long, 18 feet wide at bottom, 5 feet wide at top, 12 feet high—river bottom rock; other masonry work first class, for bulkheads, power-house, foundations, etc.; 500 kilowatt in transformer capacity, in units of 10, 15, 25 and 50 kilowatt; 200 pole steps; 240 cross-arms, painted, and braces for same; 800 high-tension double or triple petticoat insulators and pins; 20 miles No. 6 B. & S. weatherproof copper, etc.; specifications ready November 15, and can be seen at company's offices, as above, until November 8; after that date, at Bristol, Tenn., only.

Elevator.—Sealed proposals will be received at Bureau of Yards and Docks, Navy Department, Washington, D. C., until November 21 for furnishing and installing two freight elevators at navy-yard, Charleston, S. C. Plans and specifications can be obtained on application to bureau or to commandant of navy-yard named; William M. Smith, acting chief of bureau.

Elevators.—Office of Constructing Quartermaster, Takoma Substation, Washington, D. C.—Sealed proposals will be received until December 1 for completion of fourth floor, installing electric elevators and vacuum-cleaning system at Walter Reed Army General Hospital, Washington, D. C. Plans, specifications, blank proposals and further information furnished on application; deposit of \$10 required; drawings and specifications may be seen at above office. United States reserves right to reject or accept any or all bids or any part thereof. Proposals to be addressed to H. L. Pettus, Constructing Quartermaster.

Elevator.—S. L. Heath, Warsaw, Mo., wants hand elevator for implement warehouse.

Engine.—H. L. Todd, chairman, Clinton, S. C., wants second-hand Corliss engine; 200 or 250 horse-power; good condition.

Engineers' Supplies, etc.—Cothran & Cothran, 10 Masonic Temple, Greenwood, S. C., wants catalogues and discount sheets of machinery and supplies of interest to engineers.

Engine.—See "Water-works Equipment."

Engine.—Jas. S. Millikin, Millikin, La., wants 150 to 300-horse-power engine.

Engines.—See "Gasoline Engines."

Engines.—See "Gasoline Engines."

Excelsior Machinery.—S. L. Pender, Box 167, Wytheville, Va., wants prices on excelsior machinery.

Friction Saw.—See "Machine Tools."

Furniture Machinery.—John Marlin, Clarks-ville, Ga., wants prices on machinery to manufacture chairs and other furniture.

Gasoline Engines.—Jos. E. Bowen, Bank of Commerce Bldg., Norfolk, Va., wants to correspond with manufacturers of gasoline engines suitable for street cars.

Gasoline Engines.—Peerless Supply Co., Box 16, Richmond, Va., wants to represent manufacturers of gasoline engines.

Hardware.—A. Baumann, Odessa, Russia, wants catalogues and prices on locks and keys; wants to represent manufacturers.

Heating Plant.—C. I. Stacy, pastor Presbyterian Church, Elberton, Ga., wants prices on heating plant for \$10,000 new edifice.

Hoisting Machinery.—J. W. Lehr, 1710 Fred Ave., St. Joseph, Mo., wants concrete hoisting machinery.

Hoisting Machinery.—See "Conveying Machinery."

Hydraulic Ram.—J. Monroe Anderson, Shi-

loh, Ga., wants prices on hydraulic ram for water supply for group of cottages.

Ice Machine.—Leon Edmundson, Raymond, Ga., wants 8 or 10-ton ice machine; second-hand; state full details.

Ice-plant Parts.—Phoenix Ice Co., Florence, S. C., wants prices on coils and fittings to supplement 15-ton partially-burned plant; built by Columbus (Ga.) Iron Works Co.; absorption plant.

Implements.—Peerless Supply Co., Box 16, Richmond, Va., wants to represent manufacturers of implements.

Iron Posts.—Kirwan-Roberts Supply Co., 409 Exchange Place, Baltimore, Md., wants 1500 iron lampposts.

Knitting Machinery.—Jose Maria Olivieri, Rubio, State of Tachira, Venezuela, wants information and prices on hosiery machines; low price; hand power; would order through New York agent.

Labels.—Macon Mattress Manufactory, Macon, Ga., wants labels. (See "Upholstering Materials.")

Lampposts.—See "Iron Posts."

Lath Machinery.—Fort Smith Lumber Co., Plainview, Ark., wants lath machinery. (See "Sawmill Equipment.")

Lathe.—Hampton Roads Yacht Building Co., Newport News, Va., in market for 14-inch engine lathe.

Leather Manufacturers.—N. N. Calmanovich, Str. 8f. No. 20, Bucarest, Austria, wants addresses of manufacturers of kid and box-calf leather.

Levee Construction.—Board of Commissioners, Orleans Levee District, Room No. 15 Masonic Temple, New Orleans, La., will receive bids until November 10 for construction of new levee from Alabo street to St. Maurice avenue in Third district; length about 640 feet; contents about 13,000 cubic yards of earth; bond, \$2500; deposit, \$175 in cash or certified check. For plans, specifications, bidders' blanks and further information apply at above office. Jules C. Koenig is president and Peter E. Muntz secretary.

Lighting Plant.—See "Acetylene-gas Plant."

Locomotives.—See "Railway Supplies."

Locomotives.—Dr. Chas. F. Simmons, Excelsior Springs, Mo., wants three locomotives.

Lumber.—J. C. Clay, Gladys, Va., wants to correspond with lumber manufacturers relative to representing them.

Lumber.—Lawton Sash & Door Co., Lawton, Okla., wants prices on Western white pine.

Machine-shop Equipment.—R. W. Gadd, Box 524, Wilson, N. C., wants new equipment for machine shop; lathes, drill presses, shapers, etc.

Machine Shops.—Rock Hill Pepsi-Cola Bottling Co., 8 N. Sowell, manager, Rock Hill, S. C., wants to correspond with machinists relative to placing order for light machine work, comprising light casting and gear cutting; also brass and aluminum work.

Machine Tools.—Hennepin Bridge Co., Minneapolis, Minn., wants to buy quick-opening thread-cutter, beam shear or friction saw, and punch and shear combined.

Machine Tools.—See "Lathe."

Marble.—Carl Bolter, New Nelson Bldg., Kansas City, Mo., wants prices on marble.

Mill Work.—Carl Bolter, New Nelson Bldg., Kansas City, Mo., wants prices on mill work.

Paving.—Bids will be received at office of Hugh Hatfield, City Clerk, Catlettsburg, Ky., until November 5 for laying sawed-stone or concrete sidewalks on Louisa, Main and Division streets; R. A. Field, Mayor.

Paving.—G. F. Fogle, City Clerk, Vinita, Okla., will receive bids until November 10 for construction of about two miles of concrete combined curb and gutter; curb 8x14 inches; gutter 6 inches by 2 feet; 12 square yards brick paving upon 5-inch concrete base; 6000 cubic yards street grading; 5400 square yards oil macadam.

Paving.—Separate bids will be received at office of Charles R. Kennedy, Comptroller, New Orleans, La., until November 9 for paving Spruce and Octavia streets with asphalt, and until November 11 for paving Carondelet, Short and South Franklin streets with asphalt and Pine street with chert. Following deposits are required: Carondelet street, \$50; Pine street, \$200; Short street, \$100; South Franklin street, \$300; Spruce street, \$200; Octavia street, \$100; blank proposal forms furnished by City Engineer.

Paving.—E. A. Shepard, City Clerk, Ashland, Ky., will receive bids until November 9 for furnishing materials and constructing vitrified brick pavements, concrete curb and gutter and concrete headers, as per plans and specifications on file in office of City

Engineer. Approximate quantities are: 44,540 square yards paving; 21,000 linear feet combined curb and gutter and catch-basins for same; 8500 linear feet concrete headers. Specifications and blank proposal forms furnished on application to J. W. Bosley, City Engineer; certified check \$1000, payable to L. R. Putnam, City Treasurer. J. O. Mathewson, Mayor.

Paving.—Sealed proposals will be received by Mayor and City Council, Orangeburg, S. C., at City Hall until November 18 for grading, paving and drainage of West and East Russell street, consisting approximately of 8700 square yards of improved pavement and 1800 linear feet of 20-inch to 10-inch drains, with manholes, inlets, etc.; certified check \$500, payable to L. H. Wannamaker, City Treasurer. Specifications can be obtained from either City Clerk and Treasurer or City Engineer, and plans can be seen at office of City Engineer. J. W. H. Dukes, Mayor; L. H. Wannamaker, Clerk and Treasurer; Edward Hawes, Jr., City Engineer.

Paving.—L. G. Adams, City Clerk, El Reno, Okla., will receive bids until November 6 for furnishing material, grading and paving with sheet asphalt various streets in Improvement District No. 2, including Roberts, Hickford, Hoff and Macomb avenues, Russell, Wade, Rogers and Penn streets, etc.; width ranges from 30 to 60 feet; to have five-inch Portland cement concrete base laid upon sand cushion one inch in thickness; contract also includes necessary manholes and catch basins, drainage tile, curbing and guttering; asphaltic surface to be of Trinidad Lake asphalt or Bermudez Lake asphalt; work to be in accordance with plans, profiles, specifications, plats and estimates of cost prepared by City Engineer on file in office of Mr. Adams; certified check for 5 per cent. of amount of bid.

Paving.—Bids will be received at office of J. B. Winslett, City Secretary, Dallas, until November 11 for improvements on Jackson street, between Harwood street and right of way of Gulf, Colorado & Santa Fe Railway; each bidder to bid on following materials: Bitulithic pavement on concrete foundation; bitulithic pavement on bituminous foundation; concrete curb; concrete gutter; vitrified brick; vitrified brick, paving block; combination concrete curb and gutter; bids to be in accordance with specifications on file in office of J. B. Winslett; deposit \$500.

Plumbing Materials.—Novelty Plumbing Co., A. M. Rennyson, president, New Orleans, La., wants plumbing materials.

Potato Canners.—See "Cannery Machinery."

Pump.—Jas. S. Millikin, Millikin, La., wants second-hand pump to lift water 20 feet.

Pumping Engine.—Bids will be received at office of Water-Works Commission, C. C. Dunn, president, Meridian, Miss., until November 24 for furnishing and erecting 5,000-gallon horizontal cross-compound crank and flywheel pumping engine in accordance with plans and specifications on file in office of secretary of commission; specifications and blank proposal forms may be obtained at office of board; certified check, \$1000, to be deposited with J. A. Gibson, treasurer; W. F. Wilcox, engineer.

Punch and Shear.—See "Machine Tools."

Rails, etc.—Dr. Chas. F. Simmons, Excelsior Springs, Mo., wants 60-pound steel rails with angles; also spikes, bolts and switches.

Railway Equipment.—See "Rails, etc.," "Cars" and "Locomotives."

Railway Supplies.—Meadow River Lumber Co., Evenwood, W. Va., will be in market from now on for large amounts of supplies—construction, equipment, etc.; Chas. E. Andrews, Jr., treasurer, New Bethlehem, Pa.

Railway Supplies.—Rene Dandoy, 607 Chaussee de Waterloo, Uccle, Brussels, Belgium, is prepared to correspond relative to representing American manufacturers of railway supplies.

Reinforcing Bars.—See "Corrugated Bars."

Sash and Doors.—Lawton Sash & Door Co., Lawton, Okla., wants prices on K sash and doors.

Reservoir Construction.—Bids will be received at office of Water-Works Commission, C. C. Dunn, president, New Orleans, La., until November 24 for furnishing tools and material in construction of reinforced concrete reservoir in accordance with plans and specifications on file in office of secretary of Water Commission. Specifications and blank proposal forms can be obtained at office of board; certified check, \$500, to be deposited with J. A. Gibson, treasurer; W. F. Wilcox, engineer.

Roofing.—C. C. Hamby, Prescott, Ark., wants gravel roofing.

Sawmill.—Meadow River Lumber Co., Evenwood, W. Va., will be in market for large sawmill; Chas. E. Andrews, Jr., treasurer, New Bethlehem, Pa.

Sawmill Equipment.—Fort Smith Lumber Co., Plainview, Ark., wants sawmill equipment, comprising horizontal band saw; sawmill carriage, including three head blocks for mill to cut from 50,000 to 60,000 feet daily; steam nigger, log turner and lath machinery.

Saws.—A. Baumann, Odessa, Russia, wants catalogues and prices on saws; wants to represent manufacturers.

Seating.—C. I. Stacy, pastor, Elberton, Ga., wants prices on seating for \$10,000 edifice.

Sewer Construction.—Office of Commissioners District of Columbia, Washington, D. C.—Sealed proposals will be received until November 16 for constructing service sewers in Conduit road, District of Columbia. Forms of proposals, specifications and necessary information may be obtained from chief clerk, engineer department, Room 427 District Bldg., Washington, D. C.; Henry B. F. Macfarland, Henry L. West and Jay J. Morrow, Commissioners D. C.

Shingle Machinery.—Ruls & Bailey, R. F. D. No. 1, Valdosta, Ga., want prices on shingle-mill machinery.

Shovel Manufacturers.—W. L. Craven, care of K. L. Craven & Sons, Concord, N. C., wants addresses of manufacturers who make small fire-shovels of galvanized and Japan iron, cut from sheet-iron and pressed in shape.

Silverware.—Geo. L. Pace & Co., Hattiesburg, Miss., wants to correspond with manufacturers of tableware and other household silver; contemplates purchasing in large quantities.

Starch Machinery.—J. R. Hillsman, Nueva Caceres, Ambos Camarines, P. I., wants catalogues, prices and information on cassava starch machinery.

Steel Ceiling.—C. C. Hamby, Prescott, Ark., wants steel ceiling.

Steam Plant.—See "Water-works Equipment."

Steel.—Rene Dandoy, 607 Chaussee de Waterloo, Uccle, Brussels, Belgium, is prepared to correspond relative to representing American manufacturers of nickel, diamond, chrome and other steels.

Steel Beams, etc.—Baltimore (Md.) Board of Awards will receive bids at office of City Register, City Hall, Baltimore, Md., until November 11 for furnishing all steel beams, angles, columns, stairways, etc., and erecting same in place, as beam work of basement floor at Mt. Royal pumping station, in accordance with plans and specifications, which may be obtained at office of Alfred M. Quick, Water Engineer, City Hall, Baltimore, Md., on deposit of \$5; certified check, \$150.

Steel Dump Barges.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until November 27 for furnishing four steel dump barges. Bids and general information relating to Circular No. 477 may be obtained at above office or offices of assistant purchasing agents, 24 State St., New York; Custom-house, New Orleans; 1066 North Point St., San Francisco, Cal.; also from U. S. Engineer office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill.; Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boegs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Steam Shovel.—Macon Brick Co., Macon, Ga., wants second-hand steam shovel.

Steel-plate Fan.—Proposals will be received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until November 10 to furnish at Naval Academy, Annapolis, Md., steel plate fan. Applications for proposals should refer to Schedule 522. Blank proposals will be furnished upon application to Navy Pay Office, Baltimore, Md., or to bureau; E. B. Rogers, Postmaster-General, U. S. N.

Structural Iron.—J. W. Ivey, Central Hotel, Florence, S. C., wants prices on structural iron.

Telephone-switch Equipment.—S. B. Morelock, Limestone, Tenn., wants switch equipment.

Telephone Supplies.—Austin County Telephone Co., Wallis, Texas, wants prices on telephone supplies.

Thread-cutter.—See "Machine Tools."

Tile.—Carl Bolter, New Nelson Bldg., Kansas City, Mo., wants prices on tile.

Tools.—Rene Dandoy, 607 Chaussee de Waterloo, Uccle, Brussels, Belgium, is prepared to correspond relative to representing American manufacturers of lathes, planers, shears, drills, bits, files, forges, anvils, cranes, jack-screws, etc.

Tools.—A. Baumann, Odessa, Russia, wants catalogues and prices on all kinds of hand tools; wants to represent manufacturers.

Town Equipment.—Meadow River Lumber Co., Evenwood, W. Va., will be in market for town equipment; Chas. E. Andrews, Jr., treasurer, New Bethlehem, Pa.

Tubes.—Maphis Chemical Co., Strasburg, Va., wants prices on tubes for dentifrice.

Upholstering Materials.—Macon Mattress Manufactory, Macon, Ga., wants samples of and quotations on ticking, carpet, silkiness, draperies, cloth, labels, etc.

Vacuum-cleaning System.—See "Electric Elevators."

Valves.—Harry Pennington, Lumberman's National Bank Building, Houston, Texas, wants agency for large valves.

Vehicles.—Peerless Supply Co., Box 16, Richmond, Va., wants to represent manufacturers of vehicles.

Ventilating Fans.—Carl Bolter, New Nelson Bldg., Kansas City, Mo., wants prices on ventilating fans.

Water-purification System.—Office of Chief

Quartermaster, Department of Texas, San Antonio, Texas.—Sealed proposals will be received until November 20 for furnishing and installing new boiler and feed-water heater and purification apparatus at Fort McIntosh, Texas, in accordance with specifications to be seen at office. Information furnished on application. Proposals should be addressed to Col. John L. Clem, C. Q. M.

Water System.—See "Hydraulic Ram."

Water-wheels.—See "Electrical Machinery" wanted by United Powers Co.

Water-works Equipment.—Department of Public Works, Augusta, Ga. Water-works committee of City Council, Augusta, will receive bids until November 24 for furnishing and erecting pumping engine of 6,000,000 gallons daily capacity and steam plant of 250 horse power capacity. Specifications can be obtained at above office; Nisbet Wingfield, City Engineer.

Wire Partitions.—W. M. Rice, Amarillo, Texas, wants prices on wire partitions for school cloakrooms.

Woodworking Machinery.—See "Shingle Machinery."

Woodworking Machinery.—See "Furniture Machinery."

Woodworking Machinery.—Oriental Manufacturing Co., W. J. Smith, manager, Oriental, N. C., wants second-hand machinery for sash, door and blind factory.

INDUSTRIAL NEWS OF INTEREST

A Coal Mine Investment.

J. M. Ross of Somerset, Ky., seeks to interest a partner with capital of from \$5000 to \$8000 in a Kentucky coal-mining proposition.

Wants to Represent Manufacturers.

J. C. Clay of Gladys, Va., wants to correspond with manufacturers relative to representing them in the sale of their products. He will also deal in lumber.

Practical Mechanic Seeks Capital.

A practical mechanic is seeking capital to join him in buying and reorganizing a manufacturing enterprise. He states the opportunity is an excellent one. For information address "H." care of Manufacturers' Record.

Cotton-Oil Machinery for Mexico.

Several carloads of cottonseed-oil machinery are being shipped to Mexico by the Buckeye Iron and Brass Works, Dayton, Ohio. This machinery is additional to previous installations purchased from the Buckeye company.

Cupola for Polytechnic Institute.

A No. 30 Newton cupola has been installed in the Besseler Polytechnic Institute, Troy, N. Y., during the past summer, making the foundry department a very complete one. The Northern Engineering Works, Detroit, Mich., built the cupola.

Steel Plate Construction.

A novel card being distributed by the Petroleum Iron Works Company of Sharon, Pa., calls attention to that company's facilities for steel plate construction. It presents photographic views of the exterior and interior portions of the company's extensive plant.

Vehicles, Implements, Machinery.

The Peerless Supply Co., Box 16, Richmond, Va., is arranging to establish facilities for dealing in the products of various manufacturers and is prepared to correspond relative to representing manufacturers of vehicles, implements, gasoline engines and implements.

Active in Architectural Work.

Ward W. Wright, 415 West 49th St., Kansas City, Mo., is active as an architect and builder in that city and its territory. He is constantly preparing plans and specifications for buildings of various kinds, erecting from 50 to 60 houses every year at a cost of from \$3000 to \$20,000 each.

An Opportunity for Manufacturers.

Dr. W. W. Evans, Hamilton, Va., presents an opportunity for manufacturers in offering a 40x225-foot two-story building and one and one-half acres of land. He will sell or become interested in the organization of a company to utilize the property. A three-car switch connects with railway transportation.

Chicago Hennebique Construction Co.

The Chicago Hennebique Construction Co. has been organized to undertake contracts under the Hennebique system, and it will operate in connection with the Hennebique

Construction Co., 3170 Broadway, New York. This Chicago company has its offices at 1122 The Rookery, and A. M. Bradford is the manager.

For Hydro-Electric Development.

The Little River Power & Transmission Co., Fayetteville, N. C., has placed contract for the machinery for its hydro-electric development. Contract was awarded through the Thomas B. Whitely Company, Charlotte, N. C., to the Trump Manufacturing Co., Springfield, Ohio, and it calls for a power unit consisting of a 61-inch Trump turbine, gearing and harness.

A Souvenir Huther Bros.' Saw.

Among the leading saw manufacturers is the Huther Bros. Saw Manufacturing Co., 1190 University Ave., Rochester, N. Y. This company manufactures a general line of saws for various purposes, and in continuance of its idea to connect the name Huther Bros. with saws is distributing a souvenir steel saw with the company's name and address printed thereon.

Keuffel & Esser in Montreal.

The Keuffel & Esser Company of Hoboken, N. J., has established a branch at 252 Notre Dame St., Montreal, Canada, where a complete line will be held in stock for prompt delivery to buyers. A four-story modern store and office building is being used for the branch. Keuffel & Esser products include drawing materials, mathematical and surveying instruments, measuring tapes, etc.

Exhibit of National Tubing.

An interesting exhibit at the Pittsburg Sesqui-Centennial Exposition is that of the National Tube Co. of Pittsburg, Pa. It embraces welded pipe, seamless steel tubing, valves and fittings, and photographs of which have been reproduced in a descriptive circular of the exhibit which the company is now distributing. It is believed this is the first instance of an exhibit of tubular products.

The Myers & Bro. Brass Department.

Messrs. F. E. Myers & Bro., manufacturers of pumps, Ashland, Ohio, have reconstructed and re-equipped the entire brass department of their foundry and machine-shop plant, and a special department has been added for manufacturing spray nozzles in considerable variety for every requirement and condition. These nozzles have been developed along lines recommended by the experimental stations of the various States.

Organization of Miles & Puckett.

Messrs. Miles & Puckett, 213 South St., Opelika, Ala., are offering their facilities to purchasers of mechanical equipment. They sell engines (steam and gasoline), boilers, sawmills, wood planers, sawmill machinery and other equipment. S. M. Puckett, office manager for the firm, has had considerable experience in handling and selling machinery and lumber, having been a practical mechanical engineer for 20 years. Miles & Puckett also wholesale lumber and deal generally in real estate.

[Continued on Page 75.]

PROPOSALS INVITED FOR CONSTRUCTION WORK.

Details regarding construction work, proposals invited, etc., noted in the following list, will be found in this and recent issues of the MANUFACTURERS' RECORD and the DAILY BULLETIN OF THE MANUFACTURERS' RECORD.

* Indicates that the item has appeared in our "Machinery, Proposals and Supplies Wanted" department.

Date to open bids. (When date is not given it has not been fixed.)	Published in Daily Bulletin Record.	Manu- facturers' Record.
BRIDGES, CULVERTS, VIADUCTS.		
*Walhalla, S. C.....	Sept. 12	Sept. 17
*Steel or Cable Bridge, Cheraw, S. C.....	Sept. 22	Sept. 24
*Reinforced Concrete Bridge, Montgomery, Ala.....	Oct. 2	Oct. 8
*Steel Bridge, Rome, Ga.....	Oct. 12	Oct. 15
Jan. *Mena, Ark.....	Oct. 17	Oct. 22
Dec. 7 *Grenada, Miss.....	Oct. 20	Oct. 22
Nov. 18 *Mariana, Ark.....	Oct. 20	Oct. 22
Nov. 20 *Steel Bridge, Beaufort, N. C.....	Oct. 23	Oct. 29
*Arch Bridge, Sulphur, Okla.....	Oct. 26	Oct. 29
*Steel Bridge, Carlisle, Ky.....	Oct. 27	Oct. 29
Nov. 25 *Steel and Concrete Bridge, Richmond, Va.....	Oct. 29	Nov. 5
*Concrete Steel Bridge, Lakoma Park, Md.....	Oct. 29	Nov. 5
Nov. 9 *Steel or Wood Bridge, Spartanburg, S. C.....	Oct. 30	Nov. 5
ELECTRIC LIGHT AND POWER PLANTS.		
*Bristol, Tenn.....	Nov. 2	Nov. 5
MISCELLANEOUS CONSTRUCTION WORK.		
Nov. 17 *Lock and Dam, Mobile, Ala.....	Sept. 12	Sept. 17
*Irrigation System, Abram, Texas.....	Oct. 5	Oct. 8
Nov. 10 *Levee Work, Velasco, Texas.....	Oct. 12	Oct. 15
Nov. 14 *Dredging, Galveston, Texas.....	Oct. 20	Oct. 22
Oct. 31 *Levee Work, New Orleans, La.....	Oct. 20	Oct. 22
Oct. 31 *Levee Work, New Orleans, La.....	Oct. 24	Oct. 29
Nov. 10 *Levee Work, New Orleans, La.....	Nov. 4	Nov. 5
ROAD AND STREET IMPROVEMENTS.		
Nov. *Concrete Sidewalks, Atlanta, Ga.....	Sept. 23	Sept. 24
Oct. 31 *Concrete, etc., Lexington, Ky.....	Oct. 8	Oct. 15
Asphalt, etc., Hobart, Okla.....	Oct. 13	Oct. 15
Nov. *Vitrified Brick, etc., Orangeburg, S. C.....	Oct. 17	Oct. 22
Oct. 31 *Drawings, etc., Cumberland, Md.....	Oct. 24	Oct. 29
Streets, 17 Miles, Oklahoma City, Okla.....	Oct. 24	Oct. 29
Nov. 6 *Asphalt Paving, etc., El Reno, Okla.....	Oct. 27	Oct. 29
Nov. 18 Sidewalks, Opelousas, La.....	Oct. 28	Oct. 29
Nov. 9 Regrading, etc., Texas City, Texas.....	Oct. 28	Oct. 29
Nov. 6 *Sheet Asphalt, etc., El Reno, Okla.....	Oct. 29	Nov. 5
*Vitrified Brick, etc., Ashland, Ky.....	Oct. 30	Nov. 5
Nov. 18 *Paving, Drainage, etc., Orangeburg, S. C.....	Oct. 30	Nov. 5
Nov. 10 *Concrete Curb, etc., Vinita, Okla.....	Nov. 2	Nov. 5
Nov. 11 *Street Paving, New Orleans, La.....	Nov. 3	Nov. 5
Nov. 11 *Street Paving, Dallas, Texas.....	Nov. 4	Nov. 5
SEWER CONSTRUCTION.		
*Sanitary Sewers, Winston, N. C.....	Sept. 19	Sept. 24
Nov. 10 *House Sewers, Clarksdale, Miss.....	Oct. 22	Oct. 29
*Drainage, etc., San Antonio, Texas.....	Oct. 23	Oct. 29
Nov. 16 *Sanitary Sewers, etc., Tuskegee, Ala.....	Oct. 26	Oct. 29
Nov. 16 *Intercepting Sewer, Washington, D. C.....	Oct. 28	Oct. 29
Nov. 16 *Service Sewers, Washington, D. C.....	Oct. 30	Nov. 5
WATER-WORKS.		
Extension Mains, Fitzgerald, Ga.....	July 14	July 16
*System for Schoos, Conway, Ark.....	July 22	July 23
*Richlands, Va.....	July 23	July 30
*System, Marcelline, Mo.....	Sept. 21	Sept. 24
Nov. 12 *Aniston, Ala.....	Oct. 15	Oct. 22
Oct. 29 *Pumping Plant, Richmond, Va.....	Oct. 17	Oct. 22
Nov. 12 *Reconstruction, Gadsden, Ala.....	Oct. 20	Oct. 22
Nov. 10 *Mains, Reservoir, etc., Clarksdale, Miss.....	Oct. 22	Oct. 29
Nov. 9 *Settling Basin, Kansas City, Mo.....	Oct. 22	Oct. 29
Nov. 21 *Mains, Pumping, etc., Pensacola, Fla.....	Oct. 23	Oct. 29
Nov. 20 *Purification System, etc., McIntosh, Texas.....	Oct. 29	Nov. 5
Nov. 24 *Pumping Engine and Steam Plant, Augusta, Ga.....	Oct. 31	Nov. 5
Nov. 24 *Reinforced Concrete Reservoir, Pumping Engine, etc., Meridian, Miss.....	Nov. 3	Nov. 5
APARTMENT-HOUSES.		
Dec. 1 Eyr Investment Co., St. Louis, Mo.....	Oct. 30	Nov. 5
BANK AND OFFICE BUILDINGS.		
National City Bank, Birmingham, Ala.....	July 28	July 30
First National Bank, Coeburn, Va.....	Aug. 12	Aug. 13
Feb. *Middletown Savings Bank, Middletown, Md.....	Aug. 24	Aug. 27
Nov. 10 J. C. Luke, Oella, Ga.....	Oct. 5	Oct. 8
Nov. 7 *People's Bank & Trust Co., Selma, Ala.....	Oct. 19	Oct. 22
C. P. McKinney, Ripley, Tenn.....	Oct. 20	Nov. 5
First National Bank Building Co., Ft. Smith, Ark.....	Oct. 30	Nov. 5
Nov. 10 D. Wolf & Sons, Oklahoma City, Okla.....	Oct. 30	Nov. 5
CHURCHES.		
First Baptist Church, Paris, Ky.....	July 13	July 16
Hopkinsville, Ky.....	Aug. 19	Aug. 20
Green Cove Springs, Fla.....	Sept. 22	Sept. 24
Jan. 1 *First Baptist Church, Lumberton, N. C.....	Oct. 12	Oct. 15
Nov. 10 *Baptist Church, Littleton, N. C.....	Oct. 29	Nov. 5
Presbyterian Church, Whitman, Ga.....	Nov. 2	Nov. 5
COURTHOUSES.		
Martinsburg, W. Va.....	July 15	July 16
Nov. 16 *Salem, Va.....	Oct. 24	Oct. 29
Nov. 24 Tallahassee, Fla.....	Oct. 30	Nov. 5
Nov. 23 *Harrison, Ark.....	Nov. 4	Nov. 5
GOVERNMENT AND STATE BUILDINGS.		
Nov. 11 Postoffice, etc., Newbern, N. C.....	Oct. 15	Oct. 22
Nov. 20 U. S. Postoffice, etc., Manchester, Va.....	Oct. 23	Oct. 29
Nov. 23 *Quarantine Buildings, Ship Island, Miss.....	Oct. 23	Oct. 29
Dec. 8 U. S. Postoffice, Gainesville, Ga.....	Nov. 3	Nov. 5
HOTELS.		
Coleman-Fulton Pasture Co., Gregory, Texas.....	Sept. 9	Sept. 10
Hermitage Hotel Co., Nashville, Tenn.....	Sept. 10	Sept. 17

Date to open bids.
(When date is
not given it has
not been fixed.)

MISCELLANEOUS STRUCTURES.

Jan. 1 Anahuac, Texas; plans, not bids.....	Aug. 11	Aug. 13
Miller Store Co., Knoxville, Tenn.....	Aug. 29	Sept. 3
Jail, Brunswick, Ga.....	Sept. 9	Sept. 10
Infirmary, Catlettsburg, Ky.....	Oct. 21	Oct. 22
Nov. 10 D. Wolf & Son, Oklahoma City, Okla.....	Oct. 30	Nov. 5
Nov. 9 Jail, Livingston, Texas.....	Nov. 3	Nov. 5

SCHOOLS.

Lexington, Va.....	Sept. 31	Sept. 24
Jan. Nixon, Texas.....	Sept. 23	Sept. 24
Raleigh, N. C.; plans, not bids.....	Sept. 30	Oct. 1
Oct. 31 Washington, D. C.....	Oct. 22	Oct. 29
Nov. 17 Franklin, La.....	Oct. 23	Oct. 29
Oct. 31 Erick, Okla.....	Oct. 26	Oct. 29
Nov. 16 Langston, Okla.....	Oct. 27	Oct. 29
Dec. 10 Paris, Ark.....	Oct. 29	Nov. 5
Nov. 23 New Orleans, La.....	Nov. 3	Nov. 5

WAREHOUSES.

*Oklahoma City, Okla.....	Oct. 8	Oct. 15
Nov. 14 Atlanta, Ga.....	Oct. 30	Nov. 5

[Continued from Page 74.]

Rebuilding at Kosmosdale, Ky.

The Kosmos Portland Cement Co., Kosmosdale, Ky., is now progressing with the rebuilding of its buildings damaged by fire recently, and soon after the first of the year will have them completed. Fireproof buildings of concrete and steel are being provided. The company is prepared to meet the demands for Kosmos Portland cement. Its sales offices are at 614 Paul Jones Building, Louisville, Ky.

Paint for \$500,000 Bridge.

The National Paint Works, Williamsport, Pa., have shipped C. & O. standard silver gray paint for the bridge over the Kanawha river at Charleston, W. Va., being constructed by the American Bridge Co. for the Kanawha Bridge & Terminal Co. The structure is of steel, 640 feet long in the clear, 75 feet above low water mark; 40 feet broad, with 20-foot roadway, walkway and space for trolley and railroad tracks. The cost will be about \$500,000.

Ridgway Company's Philadelphia Office.

The Ridgway (Pa.) Dynamo & Engine Co. has moved its offices in Philadelphia, Pa., from the Girard Bldg. to 1017 Witherspoon Bldg. This office is under the management of Robert S. Beecher, who is well known to the steam-engine trade. The management of the company's sales department believes that with the rapidly improving business conditions the Ridgway Company's additional lines of slide-track engines will bring increased orders during the coming season.

Plumbers and Tanners' Supplies.

Among the products in constant demand throughout the South are supplies of all kinds for plumbers and tanners. One of the largest stocks held for prompt delivery may be found in the warehouses of the McGraw-Yarborough Company, 9 South 8th St., Richmond, Va. This company wholesales the supplies, and is at present calling especial attention to its facilities for furnishing galvanized and painted V-crimp and corrugated roofing, bar iron and steel, sheet-iron, tin-plate, etc.

Farris & Bros. Furnishing Bridge Steel.

There is a demand for structural steel, and William Farris & Bros., Diamond Bank Bldg., Pittsburg, Pa., are assisting to supply purchasers. That firm numbers among its recent contracts steel for a 300-foot highway bridge span in Hampshire county, West Virginia; steel work for Deal Bros. Milling Co.'s warehouse and mill at Cumberland, Md.; steel for the \$14,000 highway bridge being erected across the Potomac river at South Cumberland, Md., and a small highway bridge in Pocahontas county, West Virginia.

Contracts for Exhaust Systems.

Contracts for important exhaust systems have recently been awarded to the Savannah Blowpipe Co., Atlanta, Ga. These contracts include complete equipment for Perkins Manufacturing Co. of Augusta, Ga., including one-unit double No. 55 exhaust fan to take shavings and dust from six matchers and molders, six cut-off saws, two edgers and one rip saw; also for same company, one double No. 55 exhaust, one single No. 55 and one single No. 50 exhaust, to care for machines on three floors of Perkins sash, door and blind factory; system for planing mill at Wadley, Ga., operated by Perkins management; equipment for Government's woodworking plant at Augusta (Ga.) Arsenal, to include a slow-speed low-power sys-

tem, electrically driven; to overhaul a three-unit system in planing mill and sash and door factory of Woodward Lumber Co., Augusta, Ga.

The Synamahoning Powder.

Explosives for all kinds of earth, rock, tunnel and submarine work are manufactured by the Synamahoning Powder Manufacturing Co. of Emporium, Pa. This company has the capacity and facilities to take care of the largest trade, and it is now supplying dynamite for the Panama canal construction. It recently distributed among its customers and friends an exceptionally useful reminder in the form of a pocket memorandum book and bill case, such as are convenient for the use of contractors and others.

Golden's Foundry & Machine Co.

The Southern plants for general foundry and machine work include the Golden's Foundry & Machine Co. of Columbus, Ga. This company has been favorably known for years. Its plant covering several acres of ground and being completely equipped with modern machinery for manufacturing hangers, shafting, machine-molded pulleys, couplings, pillow blocks, floor stands and collars, power-transmission machinery generally, etc. Electricity is used for lighting and power in the plant, thus contributing to efficient and economical production. The company's officers are A. Hilges, president; T. E. Golden, secretary-treasurer, and J. P. Golden, superintendent.

Keeler Boilers for Panama.

The Isthmian Canal Commission has awarded contract to the E. Keeler Company, Williamsport, Pa., for 12 410-horsepower Keeler water tube boilers. These boilers will be used at Gatun and Miraflores for operating cableways and other machinery. It is understood this is the largest boiler contract and the first permanent plant for the Isthmian work. General contract was taken by the D'Olier Engineering Co., Philadelphia, Pa., and it includes Foster superheaters made by the Power Specialty Co., New York, and Ajax shaking grates manufactured by the Valley Iron Works, Williamsport, Pa. Many leading boiler-makers were bidders on this contract.

The Ohio Elevator & Machine Co.

Among the prominent elevator industries is that of the Ohio Elevator & Machine Co., Jefferson and Curtis Aves., Columbus, Ohio. This company is now busily engaged in completing various large contracts for elevators of all descriptions. One of the largest contracts is to furnish two freight and one passenger elevators, combining safety and speed, for the Green-Joyce Company; another is the entire elevator equipment of the big storage-house of Jay Trowbridge, and various others in Columbus and elsewhere. Several hundred men are employed by the Ohio Elevator & Machine Co., and it contracts for installations throughout the country, having branch offices at Chicago and Pittsburg.

Manufacturing Saws in the South.

The growth of the number and general woodworking interests of the South has made a large demand for the machinery needed in those interests, especially for saws. Southern men have not failed to assist in meeting the demand, and a prominent manufacturer of saws is the Southern Saw Works of Atlanta, Ga. This company recently remodeled its building at 50 South Forsyth St., where its offices and salesrooms are located. Its factory is at East Point,

[Continued on Page 76c.]

EXTRACTS FROM
SIXTH ANNUAL REPORT
OF
THE ROCK ISLAND COMPANY

For Fiscal Year Ended June 30, 1908.

To the Stockholders of the Rock Island Company:

The Board of Directors herewith submit their report of the affairs of The Rock Island Company for the fiscal year ended June 30, 1908.

The "Income Account," "Profit and Loss Account" and "General Balance Sheet" will be found on the following pages.

Changes in the company's condition during the year are as follows:

CAPITAL STOCK.

	June 30, 1908.	June 30, 1907.	Increase.	Decrease.
Preferred:				
In hands of public.....	\$49,139,300 00	\$49,047,390 00	\$91,910 00	
In treasury.....	4,860,700 00	4,952,610 00		\$91,910 00
Total.....	\$54,000,000 00	\$54,000,000 00		
Common:				
In hands of public.....	\$89,733,702 50	\$89,602,402 50*	\$131,300 00	
In treasury.....	6,266,297 50	6,397,597 50		\$131,300 00
Total.....	\$96,000,000 00	\$96,000,000 00		

The increase in stock outstanding represents the acquisition by the Chicago, Rock Island & Pacific Railroad Company of 1313 shares of stock of the Chicago, Rock Island & Pacific Railway Company.

Changes in the condition of Chicago, Rock Island & Pacific Railroad Company are as follows:

FUNDED DEBT.

	June 30, 1908.	June 30, 1907.	Increase.
Four per cent. Gold Bonds (due 2002).....	\$70,199,000 00	\$70,067,700 00	\$131,300 00
Five per cent. Gold Bonds (due 1913).....	17,364,180 00	17,364,180 00	
Total.....	\$87,563,180 00	\$87,431,880 00	\$131,300 00

The \$131,300 of 4 per cent. Gold Bonds were issued against the acquisition of 1313 shares of stock of the Chicago, Rock Island & Pacific Railway Co.

As the Rock Island Company is the owner of the entire capital stock, except directors' shares, of the Chicago, Rock Island & Pacific Railroad Company, the income of both companies is included in the following statement:

COMBINED INCOME ACCOUNT—THE ROCK ISLAND COMPANY AND CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY.

Dividends on the Chicago, Rock Island & Pacific Railway Company stock owned—	
One and three-quarters per cent. on 700,677 shares, received October 1, 1907.....	\$1,236,184 75
One per cent. on 701,476 shares, received January 2, 1908.....	701,476 00
One and one-half per cent. on 701,476 shares, received April 1, 1908.....	1,052,214 00
One per cent. on 701,960 shares, received June 30, 1908.....	701,960 00
Other income.....	32,295 95
Total income.....	\$3,714,130 70
Less expenses and taxes.....	331,235 39
Less interest on Chicago, Rock Island & Pacific Railroad Company bonds, viz.:	
Four per cent. bonds.....	\$2,805,445 00
Five per cent. bonds.....	868,200 00
	3,673,645 00
Balance for current fiscal year.....	\$9,250 31
Surplus, June 30, 1907.....	451,548 92
Balance.....	\$460,799 23
Deduct sundry items not applicable to surplus of current year.....	3,441 51
Surplus, June 30, 1908.....	\$457,357 72

Separate detailed statements of the receipts and disbursements of each company are shown on pages 9 and 10 of pamphlet report.

THE ROCK ISLAND COMPANY—BALANCE SHEET, JUNE 30, 1908.

Stocks owned.....	\$150,024,920 37
Cash.....	19,275 28
Due from companies and individuals.....	70,153 82
	\$150,114,349 47
Liabilities.	
Capital stock—common.....	\$96,000,000 00
Capital stock—preferred.....	51,000,000 00
Unpaid vouchers and accounts.....	2,385 50
Surplus.....	111,963 97
	\$150,114,349 47

Profit and Loss.

Surplus, June 30, 1907.....	\$69,048 13
Income from dividends on Chicago, Rock Island & Pacific Railroad Company stock owned—	
Received January 31, 1908.....	\$50,000 00
Received June 30, 1908.....	25,000 00
Other income.....	\$75,000 00
	346 49
Total income.....	\$75,346 49
Expenses and taxes.....	28,969 14
Balance for current fiscal year.....	\$46,377 35
Deduct sundry items not applicable to surplus of current year.....	3,441 51
Surplus, June 30, 1908.....	\$42,935 84

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY—BALANCE SHEET, JUNE 30, 1908.

Assets.	
Stocks owned.....	\$322,606,141 21
Other investments.....	319,986 10
Cash and cash items.....	792,579 77
	\$645,171,707 08
Liabilities.	
Capital stock.....	\$145,000,000 00
Funded debt—	
Gold bonds, 4 per cent. (due 2002).....	\$70,199,000 00
Gold bonds, 5 per cent. (due 1913).....	17,364,180 00
Unpaid coupons.....	\$52,740 00
Interest accrued (not due).....	767,393 33
Surplus.....	810,133 33
	\$233,718,707 08

Profit and Loss.

Surplus, June 30, 1907.....	\$382,500 79
Dividend on the Chicago, Rock Island & Pacific Railway Co. stock owned—	
One and three-quarters per cent. on 700,677 shares, received October 1, 1907.....	\$1,236,184 75
One per cent. on 701,476 shares, received January 2, 1908.....	701,476 00
One and one-half per cent. on 701,476 shares, received April 1, 1908.....	1,052,214 00
One per cent. on 701,960 shares, received June 30, 1908.....	701,960 00
Other income.....	32,295 95
Total income.....	\$3,714,130 70
Expenses.....	\$2,246 25
Interest on 4 per cent. bonds.....	2,805,445 00
Interest on 5 per cent. bonds.....	868,200 00
	3,673,645 00
Balance for current fiscal year.....	\$9,250 31
Surplus, June 30, 1907.....	451,548 92
Balance.....	\$460,799 23
Deduct sundry items not applicable to surplus of current year.....	3,441 51
Surplus, June 30, 1908.....	\$457,357 72

COMBINED STATEMENT OF PROFIT AND LOSS OF OPERATED LINES AS OF JUNE 30, 1908.

Credit.	
Balance as of June 30, 1907.....	\$27,491,304 97
Surplus for the year ended June 30, 1908, as per combined income account (page 15 of pamphlet report).....	1,331,359 74
Sundry accounts not credited to current year's income.....	149,429 91
Total Credit.....	\$28,972,094 62
Debit.	
Discount on securities sold, stocks and bonds exchanged and expenditures in connection with listing and issuing new bonds.....	\$3,118,169 23
Depreciation on tracks, structures and equipment, removed, sold or destroyed.....	2,326,644 37
Dividends paid out of surplus of prior years.....	223,661 99
Reduction in book value of property accounts as explained in detail in reports of operating companies.....	250,000 00
Sundry accounts not charged to current year's income.....	234,516 31
Total Debit.....	6,152,991 90
Balance, June 30, 1908.....	\$22,819,102 72

STATEMENT OF COMBINED INCOME ACCOUNT OF OPERATED LINES, YEAR ENDED JUNE 30, 1908, COMPARED WITH PRECEDING FISCAL YEAR.

	Rock Island Lines.		St. Louis and San Francisco Railroad Lines.		Chicago & Eastern Illinois Railroad.		Evansville & Terre Haute Railroad (inc. Evansville & Indianapolis R. R.).		Total of all Roads.	
	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.
Average mileage operated.....	7,969.53	7,780.26	5,064.16	5,061.72	867.10	947.67	310.41	310.41	14,301.20	14,100.06
Revenue from Transportation:										
Freight.....	\$37,899,356 36	\$40,215,901 41	\$23,976,296 87	\$26,534,639 66	\$8,523,396 97	\$9,290,300 44	\$1,428,498 14	\$1,513,693 80	\$71,538,538 34	\$77,544,565 31
Passenger.....	16,693,110 45	16,153,539 42	8,927,036 90	9,166,326 63	1,680,303 14	1,641,029 30	570,403 01	575,696 86	27,870,853 50	27,536,632 21
Mail.....	1,398,173 95	1,356,868 48	979,927 21	885,662 71	120,261 44	110,393 45	58,175 30	54,487 08	2,557,537 90	2,407,411 72
Express.....	1,424,183 36	1,373,765 79	1,129,153 27	998,864 97	248,938 51	199,960 39	37,007 04	36,464 30	2,829,282 18	2,609,065 45
Miscellaneous.....	701,800 51	745,426 82	557,149 04	475,557 20	117,292 74	109,564 67	83,265 11	85,266 10	1,469,517 40	1,415,814 79
Total transportation revenue.....	\$58,116,624 63	\$59,945,501 92	\$35,569,563 29	\$38,061,051 17	\$10,690,192 80	\$11,341,348 25	\$2,189,348 60	\$2,265,578 14	\$106,565,729 32	\$111,513,479 48
Revenue from operations other than transportation.....	367,572 25	293,171 36	236,568 82	192,930 19	52,538 60	52,048 80	14,720 82	12,059 22	671,400 49	550,209 57
Total operating revenue.....	\$58,484,196 88	\$60,138,673 28	\$35,806,132 11	\$38,253,981 36	\$10,742,731 40	\$11,393,397 05	\$2,204,069 42	\$2,277,637 36	\$107,237,129 81	\$112,063,689 05
Operating Expenses:										
Maintenance of way and structures.....	\$8,319,804 25	\$9,146,540 25	\$4,822,333 31	\$5,584,888 56	\$1,225,424 14	\$1,357,230 34	\$291,067 44	\$284,066 00	\$14,658,629 14	\$16,372,715 25
Maintenance of equipment.....	7,490,381 62	6,963,276 71	4,697,461 95	4,715,224 89	1,535,800 00	1,684,685 18	254,475 55	353,954 52	13,888,119 12	13,717,141 30
Traffic expenses.....	1,488,114 58	1,610,429 48	833,825 07	873,974 05	197,295 38	229,936 55	39,462 72	36,114 67	2,558,697 75	2,750,454 75
Transportation expenses.....	23,655,277 71	21,719,981 43	13,746,379 91	12,709,598 16	3,928,438 62	3,927,064 84	679,944 42	621,457 17	42,010,040 66	38,978,101 60
General expenses.....	1,375,169 55	1,372,594 47	1,082,924 70	972,889 20	369,942 60	339,249 36	70,150 31	62,321 71	2,898,187 16	2,747,054 74
Total operating expenses.....	\$42,328,747 71	\$40,812,822 44	\$25,092,924 94	\$24,856,574 86	\$7,256,990 74	\$7,538,156 27	\$1,335,100 44	\$1,357,914 07	\$76,013,673 83	\$74,565,467 64
Net operating revenue.....	\$16,155,449 17	\$19,325,850 84	\$10,713,207 17	\$13,397,406 50	\$3,485,839 66	\$3,855,240 78	\$868,968 98	\$919,723 29	\$31,223,455 98	\$37,498,221 41
Taxes.....	1,789,894 79	1,676,038 31	948,414 62	896,958 13	358,586 94	335,000 00	104,277 77	103,277 56	3,201,174 12	3,011,274 00
Operating income.....	\$14,365,554 38	\$17,649,812 53	\$9,764,792 55	\$12,500,448 37	\$3,127,252 72	\$3,520,240 78	\$764,691 21	\$816,445 73	\$28,022,281 86	\$34,486,947 41
Other income.....	321,201 19	613,608 78	1,548,557 00	1,873,190 74	891,607 77	772,397 66	226,469 39	244,860 43	2,987,835 25	3,504,057 61
Total income.....	\$14,686,755 57	\$18,263,421 31	\$11,313,349 55	\$14,373,639 11	\$4,018,851 49	\$4,292,638 44	\$991,160 60	\$1,061,306 16	\$31,010,117 21	\$37,991,005 02
Interest and rentals.....	\$9,958,453 62	\$9,475,227 73	\$10,854,283 41	\$10,215,055 82	\$2,882,623 73	\$2,622,470 67	\$592,048 05	\$596,085 41	\$24,287,408 81	\$22,908,839 63
Betterments on leased lines.....	10,199 54	37,676 51							10,199 54	37,676 51
Total charges.....	\$9,968,653 16	\$9,512,904 24	\$10,854,283 41	\$10,215,055 82	\$2,882,623 73	\$2,622,470 67	\$592,048 05	\$596,085 41	\$24,297,608 35	\$22,946,516 14
Balance of income.....	\$4,718,102 41	\$8,750,517 07	\$459,066 14	\$4,158,583 29	\$1,136,227 76	\$1,670,167 77	\$399,112 55	\$465,220 75	\$6,712,508 86	\$15,044,488 88
Dividends.....	3,929,785 00	4,176,728 00	199,742 12	199,742 12	1,251,622 00	1,251,622 00			5,381,149 12	5,568,092 12
Balance of surplus.....	\$788,317 41	\$4,633,789 07	\$259,324 02	\$3,958,841 17	\$115,394 24	\$418,545 77	\$399,112 55	\$465,220 75	\$1,331,359 74	\$9,476,396 76

NOTE.—Commencing with July 1, 1907, the figures hereon are classified in accordance with the requirements of the Interstate Commerce Commission. To preserve comparisons, the figures for the previous year are restated hereon where necessary.

October 20, 1908.

By order of the Board of Directors,

ROBERT MATHER, President.

EXTRACTS FROM
TWELFTH ANNUAL REPORT
OF THE

St. Louis & San Francisco Railroad Co.

For Fiscal Year Ended June 30, 1908.

To the Stockholders:

The Board of Directors herewith submit their report of the operations and affairs of the St. Louis & San Francisco Railroad Company's Lines (exclusive of the Chicago & Eastern Illinois Railroad) for the fiscal year ended June 30, 1908.

The results of operation for the fiscal year were as follows:

Operating revenue (decrease, \$2,447,849.25, or 6.4 per cent.).....\$35,806,132 11
Operating expenses (increase, \$236,550.08, or 1 per cent.).....25,092,924 94
Net operating revenue (decrease, \$2,684,199.33, or 20 per cent.).....\$10,713,207 17
Taxes (increase, \$51,456.49, or 5.7 per cent.).....948,414 62

Miscellaneous income (decrease, \$324,633.74, or 17.3 per cent.).....\$9,764,792 55
Total income.....\$11,313,349 55
Interest, rentals and other fixed charges.....10,554,283 41

Net income after providing for all charges.....\$459,066 14
Dividends paid:
Four per cent. on first preferred stock.....199,742 12

Balance of surplus carried to profit and loss.....\$259,324 02
The comparative Income Account and Profit and Loss Account are given in detail on pages 14 and 15 of pamphlet report.

FUNDED DEBT.

The total funded debt at June 30, 1907, including that of leased and auxiliary lines, was.....\$177,520,302 20
There was added during the fiscal year.....12,370,415 54

Making total funded debt at June 30, 1908.....\$189,890,717 74

EQUIPMENT BONDS AND NOTES.

The amount of equipment bonds and notes outstanding at June 30, 1907, was.....\$12,450,489 79
The net addition during the fiscal year was.....1,548,192 40

Making the total amount of equipment bonds and notes outstanding at June 30, 1908.....\$14,000,682 19

Statement on page 20 of pamphlet report shows the amount of equipment notes issued during the year, as well as the amounts paid during the year.

GENERAL.

The expenditures for additions and betterments to the property and its equipment are shown in detail on pages 23 to 26 of pamphlet report and the details of expenditures for renewals of roadway and structures charged to operating expenses are given in statement on page 32 of pamphlet report.

The Industrial Department reports the location on the tracks of the Frisco Lines during the year of 266 industrial plants, employing 7554 men and costing \$5,590,000.

The reports of the current year's crops in the territory tributary to the Company's lines are favorable.

Statements showing the Condensed Balance Sheet, Income and Profit and Loss Accounts and Statistical data, each including the figures of the Chicago & Eastern Illinois Railroad Co., added to those of this Company, appear on pages 46 to 77 of pamphlet report.

The books and accounts of the Company at the close of the fiscal year were examined by Mr. Stephen Little, and a copy of his certificate appears below.

Due acknowledgment is made of the faithful and efficient services rendered by officers and employees during the year.

ST. LOUIS & SAN FRANCISCO RAILROAD LINES.—INCOME ACCOUNT, FISCAL YEAR ENDED JUNE 30, 1908, COMPARED WITH PREVIOUS YEAR.

	1907-08.	1906-07.	Increase.	Amount.	P. ct.	Decrease.	Amount.	P. ct.
Average mileage operated.....	5,064.16	5,061.72	2.44					
Operating revenue:								
Freight.....	\$33,976,296 87	\$36,534,639 66		\$2,558,342 79	9.6			
Passenger.....	8,927,036 90	9,106,336 63		239,299 73	2.6			
Mail.....	9,729,927 21	885,662 71		\$84,264 50	10.6			
Express.....	1,129,153 27	908,864 97		130,288 30	13.0			
Miscellaneous.....	557,149 04	475,557 20		81,591 84	17.2			
Total transportation revenue.....	\$35,569,563 29	\$38,061,051 17		\$2,491,487 88	6.5			
Revenue from operation other than transportation.....	236,568 82	192,930 19		43,638 63	22.6			
Total operating revenue.....	\$35,806,132 11	\$38,253,981 36		\$2,447,849 25	6.4			
Operating expenses:								
Maintenance of way and structures.....	\$4,822,333 31	\$5,584,888 56		\$762,555 25	13.7			
Maintenance of equipment.....	4,607,461 95	4,715,224 89		107,762 94	2.3			
Traffic expenses.....	833,825 07	873,974 05		40,148 98	4.6			
Transportation expenses.....	13,746,379 91	12,709,598 16		\$1,036,781 75	8.2			
General expenses.....	1,082,924 70	972,889 20		110,035 50	11.3			
Total operating expenses.....	\$25,092,924 94	\$24,856,574 86		\$236,350 08	1.0			
Net operating revenue.....	\$10,713,207 17	\$13,397,406 50		\$2,684,199 33	20.0			
Taxes.....	948,414 62	896,958 13		\$51,456 49	5.7			
Operating income.....	\$9,764,792 55	\$12,500,448 37		\$2,735,655 82	21.9			
Miscellaneous income:								
Outside operations.....	\$32,978 81			\$32,978 81				
Hire of equipment.....	369,506 05	\$85,674 00		283,835 05	331.3			
Other income.....	1,950,141 86	1,958,861 74		8,719 88	4			
Total miscellaneous income.....	\$1,548,557 00	\$1,873,190 74		\$324,633 74	17.3			
Total income.....	\$11,313,349 55	\$14,373,639 11		\$3,060,289 56	21.3			
Interest.....	\$6,118,752 18	\$5,418,870 08		\$699,882 10	12.9			
Rentals and sinking funds:								
Interest on guaranteed securities.....	2,564,203 43	2,549,320 63		14,882 80	6			
Other rentals and sinking funds.....	536,145 90	611,963 11		\$75,817 21	12.3			
Dividends on trust certificates, the Kansas City, Fort Scott & Memphis Railway.....	540,400 00	540,400 00						
Dividends on trust certificates, Chicago & Eastern Illinois Railroad.....	1,094,482 00	1,094,482 00						
Total charges.....	\$10,554,283 41	\$10,215,055 82		\$339,227 59	6.3			
Available for dividends.....	\$459,066 14	\$4,158,583 29		\$3,699,517 15	89.0			
Dividends:								
Four per cent. on first preferred stock.....	\$199,742 12	\$199,742 12						
Surplus carried to credit of profit and loss.....	\$259,324 02	\$3,958,841 17		\$3,699,517 15	93.4			

NOTE.—To preserve comparisons the revenue and operating expenses and other figures for year 1906-07 are restated hereon to conform with the classification of the Interstate Commerce Commission.

ST. LOUIS & SAN FRANCISCO RAILROAD LINES.—PROFIT AND LOSS ACCOUNT AND ADJUSTMENTS THEREIN, JUNE 30, 1907, TO JUNE 30, 1908.			
Credit.			
Balance at credit, June 30, 1907.....			\$5,882,042 25
Balance of income year to June 30, 1908.....			\$259,324 02
Miscellaneous liability accounts, written off.....			61,112 53
Total credit.....			\$6,202,478 80
Debit.			
Annual instalment from franchises and property account, on account of difference between the cost of underlying bonds refunded and the proceeds of refunding bonds sold, and the commissions paid therefor.....			\$250,000 00
Discount on securities sold and exchanged, and expenditures in connection with listing, certifying and issuing new bonds (balance).....			\$36,241 91
Depreciation in the value of equipment destroyed and dismantled during current fiscal year.....			499,727 00

State tax on increase in capital stock.....			50,000 00
Miscellaneous accounts, written off.....			78,019 28
Total debit.....			\$1,713,998 19
Balance.....			4,488,480 71
Total.....			\$6,202,478 80
By balance at credit, June 30, 1908.....			\$4,488,480 71

ST. LOUIS & SAN FRANCISCO RAILROAD LINES (INCLUDING C. & E. I. R. R.).—INCOME ACCOUNT YEAR ENDED JUNE 30, 1908.

	1907-08.	1906-07.	Increase.	Decrease.
Average mileage operated.....	6,021.26	6,009.39	11.87	
Operating Revenue:				
Freight.....	\$32,499,683 84	\$35,815,000 10		\$3,315,316 26
Passenger.....	10,607,340 04	10,807,395 93		200,055 89
Mail.....	1,100,188 65	996,056 16		\$104,132 49
Express.....	1,378,091 78	1,198,835 26		179,256 52
Miscellaneous.....	674,451 78	585,121 87		89,329 91
Total transportation revenue.....	\$46,259,756 09	\$49,402,399 42		\$3,142,643 33
Revenue from operation other than transportation.....	289,107 42	244,978 99		\$44,128 43
Total operating revenue.....	\$46,548,863 51	\$49,647,378 41		\$3,098,514 90
Operating Expenses:				
Maintenance of way and structures.....	\$6,047,757 45	\$6,942,108 90		\$894,351 45
Maintenance of equipment.....	6,143,251 85	6,359,810 97		216,559 12
Traffic expenses.....	1,031,120 45	1,103,910 60		72,790 15
Transportation expenses.....	17,974,818 53	16,636,063 00		\$1,338,755 53
General expenses.....	1,452,867 30	1,312,138 56		140,728 74
Total operating expenses.....	\$32,649,835 68	\$33,394,731 13		\$745,103 45
Net operating revenue.....	\$14,199,037 83	\$17,252,647 28		\$3,053,609 45
Taxes.....	1,307,001 56	1,231,868 13		\$75,133 43
Operating income.....	\$12,892,036 27	\$16,020,779 15		\$3,128,742 88
Outside operations.....	\$40,925 46	\$12,383 40		\$28,542 06
Hire of equipment.....	63,948 75	235,622 47		171,673 72
Other income.....	1,452,556 68	1,327,869 03		\$124,687 65
Total miscellaneous income.....	\$1,345,682 77	\$1,551,106 40		\$205,423 63
Total income.....	\$14,237,719 04	\$17,571,755 55		\$3,334,036 51
Interest.....	\$8,298,552 89	\$7,500,568 65		\$797,984 24
Rentals and sinking funds:				
Interest on guaranteed securities.....	2,564,203 43	2,549,320 63		14,882 80
Other rentals and sinking funds.....	1,239,268 82	1,152,755 21		86,513 61
Dividends on trust certificates, the Kansas City, Ft. Scott & Memphis Railway.....	540,400 00	540,400 00		
Dividends on trust certificates, Chicago & Eastern Illinois Railroad.....	1,094,482 00	1,094,482 00		
Total charges.....	\$13,736,907 14	\$12,837,526 49		\$899,380 65
Available for dividends.....	\$500,811 90	\$4,734,229 06		\$4,233,417 16
Dividends to Stockholders:				
Four per cent. on first preferred stock of St. Louis & San Francisco Railroad Co.....	\$199,742 12	\$199,742 12		
Six per cent. on preferred stock of the Chicago & Eastern Illinois Railroad Co. to stockholders other than St. Louis & San Francisco Railroad Co.....	157,140 00	157,140 00		
Total dividends.....	\$356,882 12	\$356,882 12		
Surplus carried to credit of profit and loss.....	\$143,929 78	\$4,377,346 94		\$4,233,417 16

ST. LOUIS & SAN FRANCISCO RAILROAD LINES (INCLUDING C. & E. I. R. R.).—GENERAL PROFIT AND LOSS AND ADJUSTMENTS THEREIN, JUNE 30, 1907, TO JUNE 30, 1908.

Credit.	
Balance at credit, June 30, 1907.....	\$7,310,292 57
Surplus for the year ended June 30, 1908.....	\$143,929 78
Miscellaneous liability accounts written off.....	61,112 53
Total Credit.....	\$7,515,334 88
Debit.	
Annual instalment from franchises and property account on account of difference between the cost of underlying bonds refunded and the proceeds of refunding bonds sold, and the commissions paid therefor.....	\$250,000 00
Discount on securities sold and exchanged, and expenditures in connection with listing, certifying and issuing new bonds (balance).....	\$36,241 91
Depreciation in value of tracks taken up and equipment destroyed and dismantled during current fiscal year.....	730,182 96
Original cost of other property destroyed.....	6,318 46
State tax on increase in capital stock.....	50,000 00
Miscellaneous accounts written off.....	175,712 35
Total Debit.....	\$2,045,899 08
Balance.....	5,469,435 80
Total.....	\$7,515,334 88

By balance at credit, June 30, 1908.....\$5,469,435 80
ST. LOUIS & SAN FRANCISCO RAILROAD LINES (INCLUDING C. & E. I. R. R.).—CONDENSED GENERAL BALANCE SHEET, JUNE 30, 1908.

Assets.		Liabilities.	
	Amount.		Amount.
Property, franchises and trust assets.....	\$341,461,583 47	Capital stock.....	\$50,188,600 00
Current assets:		Stock trust certificates.....	40,872,050 00
Cash.....	\$3,308,428 63	Funded debt.....	227,459,717 74
Due from agents and conductors:		Equipment bonds and notes outstanding.....	27,496,087 63
Debit.....	\$1,564,345 16		
Credit.....	48,578 27		
Due from railroad companies account traffic:		Current liabilities:	
Debit.....	\$1,281,642 07	Audited vouchers and payrolls.....	\$6,917,183 05
Credit.....	1,231,471 39	Interest and dividends matured.....	2,668,236 70
		Matured bonds unrepresented (see contra).....	12,858 00
Due from companies and individuals:		Interest accrued—not due.....	1,758,130 49
Debit.....	\$3,831,608 02	Taxes accrued—not due.....	377,539 24
Credit.....	40,396 57	Notes payable.....	14,382,035 90
Due from United States Government.....	3,791,211 45		
Loans and bills receivable.....	279,300 44	Provisional accounts:	
Securities in treasury.....	213,656 28	Sinking funds, accrued.....	\$282,554 87
Supplies on hand.....	25,405,153 59	Insurance, improvement and replacement funds.....	1,199,984 08
Central Trust Co. of New York, for redemption of matured bonds (see contra).....	4,986,574 68		
Advances account construction fundable.....	12,858 00		
	5,999,439 15		
Total current assets.....	\$45,562,619 79	Grand total liabilities.....	\$382,614,997 30
Deferred assets:			
Open carrying accounts in process of adjustment:			
Debit.....	\$1,249,198 12		
Credit.....	673,745 88		
Trustees of sinking funds.....	\$575,452 24		
	484,907 60	Profit and loss.....	5,469,435 80
Total assets.....	\$388,084,463 10	Total.....	\$388,084,463 10

NOTE.—In stating the assets and liabilities of the companies covered by this balance sheet the holdings of the St. Louis & San Francisco Railroad Co., in the bonds and capital stocks of leased and auxiliary lines, are eliminated.

By order of the Board of Directors,

A. J. DAVIDSON, President.

EXTRACTS FROM
TWENTY-EIGHTH ANNUAL REPORT
OF

The Chicago, Rock Island & Pacific Railway Co.

Fiscal Year Ended June 30, 1908.

To the Stockholders:

The Board of Directors herewith submit their report of the operations and affairs of the Rock Island Lines for the fiscal year ended June 30, 1908.

The results of the operations for the year were as follows:

Total operating revenue (decrease \$1,654,476.40, or 2.8 per cent.).....\$58,484,196 88

Operating expenses (increase \$1,515,925.27, or 3.7 per cent.).....42,328,747 71

Net operating revenue (decrease \$3,170,401.67, or 16.4 per cent.).....\$16,155,449 17

Taxes (increase \$113,856.48, or 6.8 per cent.).....1,789,894 79

Operating income.....\$14,365,554 38

Miscellaneous income.....321,201 19

Total income.....\$14,686,755 57

Interest and rentals.....9,968,653 16

Balance of income, after providing for all charges, being 6.2 per cent. on capital stock (\$75,000,000).....\$4,718,102 41

Dividends paid (5 1/4 per cent. on capital stock).....3,929,785 00

Balance surplus for the year.....\$788,317 41

To afford proper comparison the percentages of increase and decrease are computed on basis of last year's figures, revised according to Interstate Commerce Commission classifications now in effect.

For comparative income account in detail see table on page 13 of pamphlet report.

The capital stock of the Chicago, Rock Island & Pacific Railway Co. outstanding at the close of the previous fiscal year was \$74,854,100, and has since been increased by the issue of \$500 in exchange for \$500 capital stock of the Burlington, Cedar Rapids & Northern Railway Co. and \$500 capital stock of the Rock Island and Peoria Railway Co.

During the year the funded debt increased \$6,238,000, equipment notes decreased \$433,459 and the three-year notes for \$7,500,000 were paid July 1, 1907, when due, making a net decrease in funded and other fixed interest-bearing debt of \$1,965,459.

The cost of property and franchises increased \$6,187,245.68, details being shown on page 18 of pamphlet report. There were also expended \$3,902,658.07 for additions and improvements. For particulars see page 19 of pamphlet report.

Trackage rights over the Louisiana & Arkansas Railway and the Louisiana Railway & Navigation Co. from the former terminus of the track near Winnfield, La., to Alexandria, La., were taken over for operation on October 1, 1907. On February 1, 1908, the new line was opened from Alexandria, La., to Eunice, La., where it connects with the Colorado Southern, New Orleans & Pacific Railroad, now under construction between Houston, Texas, and Baton Rouge, La., the completion of which is expected at an early date, when a through line into New Orleans will be established. This line, built by the Rock Island, Arkansas & Louisiana Railroad Co., is laid with 60-pound steel rail and is ballasted with gravel. Bridges, stations, water tanks and other structures are of Rock Island standards.

GENERAL.

The industrial department records show the establishment along the lines of your Company during the fiscal year of 290 new industries. The promoters are estimated to have expended over \$9,000,000 on the plants, and intend to employ nearly 9000 persons.

The advances by your Company on account of construction and equipment of the Trinity & Brazos Valley Railway aggregate \$1,284,559.26, of which \$1,187,539.76 were advanced during the current year. For \$697,247.59 of these advances and interest on all advances to June 12, 1908, your Company received \$892,000, par value, 4 1/2 per cent. refunding and extension bonds of the Colorado & Southern Railway Co., leaving outstanding advances of \$587,707.57.

During the year \$284,093.78 were advanced for the terminals at Galveston, Texas, and \$26,497.24 for the terminals at Houston, Texas.

In last year's report mention was made of the expenditure of \$4,089,934.18 for additional and improved terminals at various other points. To complete these terminals and for additional similar work your company has disbursed \$1,521,044.40 during the current year.

The Memphis Railroad Terminal Co. was incorporated March 5, 1907, for the purpose of erecting a new passenger station, with requisite buildings and tracks, at Memphis, Tenn. This company, with nine other railroad companies centering in Memphis, has joined in the guarantee of the necessary funds (\$1,200,000) to purchase property for the station. The capital stock of the company is \$100,000, of which each of the 10 roads hold one-tenth, or \$10,000.

The recent business depression caused a serious decrease in your gross earnings, which decrease was met, as far as thought advisable and practicable, by a reduction in operating expenses, the integrity and efficiency of the property and duty to the public having been given careful consideration.

One of the difficult features of this business depression which adversely affected operating results is found in the empty freight car movement, which increased nearly 25,000,000 miles. When the sudden falling off in freight traffic came not only were your lines well covered with foreign cars, which must be returned to their owners empty, to avoid further per diem charges, but, being an intermediate road, was flooded with empty cars being returned from Western lines to those in the East, and vice versa. A vast amount of transportation expense (approximately \$1,000,000) was incurred in moving this equipment without revenue, and our hire of equipment debt balance increased \$461,258.76, the latter, however, partly on account of the increased per diem rate.

During the year your Company sold all except 7000 shares (preferred) of its holdings of stock of the Chicago & Alton Railroad Co. to the Toledo, St. Louis & Western Railroad Co., receiving therefor that company's gold bonds of 1917.

The accounts of your Company at the close of the fiscal year were examined by Mr. Stephen Little, and copy of his certificate appears in pamphlet report.

ROCK ISLAND LINES—INCOME ACCOUNT, YEAR ENDED JUNE 30, 1908, COMPARED WITH PREVIOUS YEAR.

Average mileage operated.....1907-08.....7,969.53.....1906-07.....7,780.26.....Increase.....189.27.....P. ct. 2.43.....Decrease.....

Revenue from Transportation:

Freight.....\$37,899,356 36.....\$40,215,901 41.....\$2,316,545 05.....5.76

Passenger.....16,693,110 45.....16,153,519 42.....\$539,591 03.....3.34

Mail.....1,398,173 53.....1,356,868 48.....41,305 47.....3.04

Express.....1,424,183 36.....1,373,765 79.....50,417 57.....3.67

Miscellaneous.....701,800 51.....745,426 82.....43,626 31.....5.85

Total transportation revenue.....\$58,116,624 63.....\$59,845,501 92.....\$1,728,877 29.....2.89

Revenue from operations other than transportation.....267,572 25.....293,171 36.....\$25,599 11.....9.58

Total operating revenue.....\$58,484,196 88.....\$60,138,673 28.....\$1,654,476 40.....2.75

Operating Expenses:

Maintenance of way and structures.....\$8,319,804 25.....\$9,146,540 35.....\$826,736 10.....9.94

Maintenance of equipment.....7,490,381 62.....6,963,276 71.....\$527,104 91.....7.57

Traffic expenses.....1,488,114 58.....1,610,429 48.....122,314 90.....7.60

Transportation expenses.....23,655,277 71.....21,719,981 43.....1,935,296 28.....8.91

General expenses.....1,375,169 55.....1,372,594 47.....2,575 08.....0.19

Total operating expenses.....\$42,328,747 71.....\$40,812,822 44.....\$1,515,925 27.....3.71

Net operating revenue.....\$16,155,449 17.....\$19,325,850 84.....\$3,170,401 67.....16.40

Taxes.....1,789,894 79.....1,676,038 31.....\$113,856 48.....6.79

Operating income.....\$14,365,554 38.....\$17,649,812 53.....\$3,284,258 15.....18.61

Outside operations (debit balance).....\$92,727 28.....\$59,449 90.....\$33,277 38.....55.98

Hire of equipment (debit balance).....719,711 61.....238,452 85.....481,258 76.....178.47

Other income.....1,133,640 08.....931,511 53.....\$202,128 55.....21.70

Total.....\$321,201 19.....\$613,608 78.....\$292,407 59.....47.65

Total income.....\$14,686,755 57.....\$18,263,421 31.....\$3,576,665 74.....19.58

Interest.....\$8,413,221 92.....\$8,279,300 02.....\$133,921 90.....1.62

Rentals.....1,545,231 70.....1,195,927 71.....349,303 99.....29.21

Returnments on leased lines.....10,199 54.....37,676 51.....27,476 97.....72.93

Total charges.....\$9,968,653 16.....\$9,512,904 24.....\$455,748 92.....4.79

Balance of income (available for dividends).....\$4,718,102 41.....\$8,750,517 07.....\$4,032,414 66.....46.98

Dividends.....3,929,785 00.....4,116,728 00.....186,943 00.....4.74

Balance surplus (carried to credit of profit and loss).....\$788,317 41.....\$4,633,789 07.....\$3,845,471 66.....82.99

DIVIDENDS DECLARED DURING YEAR ENDED JUNE 30, 1908.

Dividend No. 109, 1 1/4 per cent., paid October, 1907.....\$1,309,910 00

Dividend No. 110, 1 per cent., paid January, 1908.....748,520 00

Dividend No. 111, 1 1/2 per cent., paid April, 1908.....1,122,780 00

Dividend No. 112, 1 per cent., paid July, 1908.....748,575 00

Total, 5 1/4 per cent.....\$3,929,785 00

PROFIT AND LOSS.

By balance as of June 30, 1907.....Debit.....\$19,123,124 11

By surplus for year ended June 30, 1908.....Credit.....788,317 41

By interest prior to current fiscal year on advances for:

St. Louis, Mo., freight terminals.....10,529 08

Kansas City, Mo.; Cedar Rapids, Iowa; Peoria, Ill., and Carbon

Cliff, Ill., properties.....9,065 40

By sundry liabilities written off.....24,334 73

To discount, commissions and expenses on bonds issued and sold

and on notes extended.....\$2,263,863 82

To depreciation on:

Trucks removed.....32,093 25

Structures sold, removed or destroyed.....36,886 69

Equipment sold or destroyed.....1,458,820 42

To sundry uncollectible accounts written off.....4,485 50

To balance.....16,159,122 05

By balance brought down.....\$19,955,371 73

By balance brought down.....\$16,159,122 05

ROCK ISLAND LINES—CONDENSED GENERAL BALANCE SHEET, JUNE 30, 1908, AND COMPARISON WITH PREVIOUS YEAR.

Assets.

Capital Assets:

Property and franchises.....1908.....\$249,685,627 88.....1907.....\$243,488,382 20.....Increase.....\$6,187,245 68.....Decrease.....

Additions and improvements, current year.....3,902,658 07.....4,375,221 28.....\$472,563 31.....

Advances for construction and equipment.....4,993,461 58.....4,385,825 57.....292,635 99.....

Real estate.....641,591 02.....639,949 88.....2,041 04.....

Investment account—stocks representing ownership of Rock Island Lines in sundry properties.....

Bonds of Toledo, St. Louis & Western Railroad Co.....1,850,422 39.....10,971,140 49.....9,020,718 10.....

Rock Island Improvement Co., equipment purchase under indenture of February 1, 1907.....9,120,551 23.....9,120,551 23.....

American Locomotive Co., equipment purchased under indenture of October 15, 1907.....7,892,369 90.....7,533,550 00.....358,819 90.....

First and refunding mortgage gold bonds—pledged against three-year notes due July 1, 1907.....782,055 00.....782,055 00.....

Total.....\$278,069,177 07.....\$282,654,069 62.....\$4,584,892 55.....

Current Assets:

Cash.....\$2,485,735 88.....\$9,917,499 06.....\$7,431,763 07.....

Station agents and conductors.....Dr. \$1,958,305 88.....Cr. \$2,391 73.....

Companies and individuals.....Dr. \$3,424,270 53.....Cr. \$29,623 36.....

Traffic balances.....Dr. \$591,065 10.....Cr. \$588,881 70.....

Express companies.....2,183 40.....19,950 78.....152,134 18.....

United States Postoffice Department.....348,052 38.....303,125 21.....44,927 17.....

Advances for construction, equipment, etc., fundable.....356,062 62.....411,269 55.....54,706 73.....

Loans and bills receivable.....711,000 89.....\$54,692 62.....143,631 73.....

First and refunding mortgage gold bonds—pledged against notes payable.....3,283,019 59.....2,217,133 19.....1,065,886 80.....

Bonds, etc., in treasury—unpledged.....4,096,500 00.....4,096,500 00.....

Stocks in treasury—unpledged.....14,918,133 71.....10,987,795 80.....4,830,337 91.....

Accrued income from investments.....921,131 23.....919,068 01.....1,063 22.....

Prepaid insurance.....194,076 27.....155,466 49.....38,609 78.....

Material and supplies.....166,891 52.....156,123 30.....10,768 22.....

Total.....\$38,210,587 59.....\$34,401,989 60.....\$3,808,598 29.....

Deferred Assets:

Open carrying accounts in process of adjustment.....Dr. \$1,089,070 45.....Cr. \$1,019,240 58.....

Grand total.....\$316,349,594 93.....\$317,973,841 65.....\$1,624,246 72.....

Liabilities.

Capital Liabilities:

Capital stock.....1908.....\$75,000,000 00.....1907.....\$75,000,000 00.....

Funded debt.....191,850,000 00.....185,522,000 00.....\$6,328,000 00.....

Equipment notes.....6,951,541 00.....7,385,000 00.....\$433,459 00.....

Three-year notes, due July 1, 1907.....7,500,000 00.....7,500,000 00.....

Collateral trust gold notes, due April 1, 1909 (extended one year from April 1, 1908).....6,000,000 00.....6,000,000 00.....

Total.....\$279,801,541 00.....\$281,467,000 00.....\$1,665,459 00.....

Current Liabilities:

Unpaid vouchers and drafts.....\$4,489,081 52.....\$2,845,601 08.....\$1,643,480 44.....

Unpaid wages.....1,983,342 09.....2,556,021 30.....\$572,679 21.....

Interest, rentals and dividends due July 1.....2,372,904 00.....2,788,589 00.....415,685 00.....

Taxes accrued (not due).....1,124,010 37.....1,075,388 00.....48,622 37.....

Interest and rentals accrued (not due).....1,485,547 67.....1,242,077 14.....243,470 53.....

Interest coupons due and not presented.....284,527 50.....212,065 00.....72,462 50.....

Dividends due and not called for.....5,886 32.....7,907 07.....2,020 75.....

Bonds matured, not presented.....7,900 00.....26,500 00.....18,600 00.....

Notes payable.....3,520,000 00.....150,000 00.....3,370,000 00.....

Interim certificates for first and refunding mortgage gold bonds.....3,000,000 00.....3,000,000 00.....

Total.....\$15,273,229 47.....\$14,003,258 59.....\$1,270,070 88.....

Deferred Liabilities:

Keokuk & Des Moines Railway Co.—account equipment.....\$197,562 25.....\$197,562 25.....

White & Black River Valley Railway Co.—account equipment.....25,170 00.....25,170 00.....

Total.....\$222,732 25.....\$222,732 25.....

Total Liabilities.....\$295,297,002 72.....\$295,692,960 84.....\$395,858 12.....

Provisional Accounts:

Reserve for replacement of equipment.....\$2,366,011 38.....\$551,478 27.....\$1,814,533 11.....

Insurance fund.....436,285 63.....447,670 28.....11,384 65.....

Hospital fund.....47,401 63.....40,338 61.....7,063 02.....

Special improvement and equipment fund.....2,043,171 52.....2,108,279 54.....65,108 02.....

Total.....\$4,892,870 16.....\$3,157,726 70.....\$1,735,143 46.....

Grand total Liabilities (including provisional accounts).....\$300,190,472 88.....\$298,840,717 54.....\$1,339,755 34.....

Profit and loss.....16,159,122 05.....19,123,124 11.....\$2,964,002 06.....

Grand total.....\$316,349,594 93.....\$317,973,841 65.....\$1,624,246 72.....

NOTE.—In stating the assets and liabilities of the companies forming the Rock Island Lines, the holdings of the Chicago, Rock Island & Pacific Railway Co. in the bonds and capital stock of the auxiliary lines, together with loans between the various companies, have been eliminated from the liabilities, and a like reduction made in the assets pertaining thereto. The figures shown, therefore, represent the book value of the assets and the liabilities without duplication.

The figures for 1907 have been, in a few instances, restated to compare with those for 1908, but the totals are one and the same.

Figures in italics denote credits.

By order of the Board of Directors, B. L. WINCHELL, President.

October 21, 1908.

[Continued from Page 75.]

near Atlanta, and it has also been remodeled and its facilities increased. Solid and inserted-tooth saws of various sizes are produced and shipped to all parts of the South, as well as to other parts of the country. N. S. Boyd is the company's president, Ed L. Humphreys is vice-president, J. Edw. McGuire is secretary-treasurer, and Frank B. Baldwin is factory manager. J. W. Styling, for some years superintendent of the Henry Disston & Sons plant at Philadelphia, has been engaged as superintendent of the Southern Saw Works.

Ice and Refrigerating Machinery Sales

That the demand continues for the ice and refrigeration machinery built by the York (Pa.) Manufacturing Co. is evidenced by that company's new list of recent sales. This includes shipments of machinery and supplies to all parts of the country, as well as to Canada and England. Among the orders were the following: Jacob Ruppert Brewery, New York, 500-ton vertical single-acting machine with cross-compound condensing engines and complete compression side, and three pairs of 21x34-inch York vertical single-acting compressors, replacing 16x34-inch De La Vergne vertical double-acting; Montreal Engineering Co., Montreal, Canada, 25-ton ice plant; Canadian Kodak Co., Toronto, Canada, 65-ton compression side, vertical single-acting; Masonic Temple, New York, one 10-ton compression side, horizontal double-acting drinking-water cooling system and piping for refrigerators; Kodak, Ltd., London, England, 65-ton compression side, vertical single-acting.

Electrifying Cotton Mills.

One of the most important contracts recently awarded is that for about 2500 horsepower of induction motors for the Clark Thread Co., Newark, N. J. The order is of considerable size, but its chief importance is in being the beginning of the electrification of the Clark mills, probably the most extensive cotton-thread plant in the United States. The mill has been driven by several steam engines, and this purchase of induction motors is the first step in electric drive. The order was awarded to the Crocker-Wheeler Company of Amper, N. J., after an investigation of 10 months. The high efficiency, high-power factor, economy of operation and excellence of design and workmanship embodied in Crocker-Wheeler machinery were strong points, but the fact which finally determined the company to give the order to the Crocker-Wheeler Company was the excellent showing made by the Crocker-Wheeler engineers in previous equipment of large cotton mills in the United States and Canada. The motors are 5500-volt 60-cycle three-phase machines, and the present order aggregates about 2500 horsepower, the motors ranging from 25 to 150 horsepower each.

An Improved Cotton Compress.

As announced some months ago, Harvie Jordan, so long identified with the South's fight for better prices for cotton, is president of the Farmers' Gln Compress & Cotton Co., which is introducing the Farmers' gln compress. This machine is attached to any ordinary country gln, and will compress the cotton as it comes from the gln, thus preparing it for shipside right on the plantation, saving the grower, it is claimed, at least \$5 per bale, and giving to the transportation companies and the spinners a bale with a density of 30 pounds of lint cotton per cubic foot, as compared with 12 pounds by the old system. This reduces the cost of insurance, freight, handling and numerous other fixed charges. A saving of \$5 per bale on a 10,000,000-bale crop would mean over \$50,000,000 more to the South each year. The Farmers' Gln Compress & Cotton Co. of Memphis, Tenn., was organized last spring to manufacture and sell this gln compress and to handle the cotton from each plant where one of its presses is installed, especially if desired by the people who install the plant. In addition to manufacturing the gln compress this company manufactures a warehouse compress to repress cotton at the rate of 20 bales per hour, thus putting every town in the cotton belt in position to have a compress. The advent of this company with its valuable patents and plans of organizing subsidiary companies in the South, and branch offices all over the world, may mean a revolution in handling cotton and the ultimate elimination of the present careless and costly system. The company is placing its capital stock at present at par value, but it believes the progress of the past 90 days has justified the step it has just taken, by which all preferred stock not placed by November 15 will be sold at an advance of 25 per cent.

A representative of the Manufacturers' Record recently visited one of the plants of the company, at Mound, La., and found one of these gln compresses taking the cotton from a four-stand gin, turning out 35 to 40 bales per day. The owner of the plantation (one of the largest in the world), Col. F. L. Maxwell, was much gratified at the success of the press and the manner in which his cotton is being prepared for shipment, enabling him to load 100 bales in one car, as against 25 bales by the old system.

TRADE LITERATURE.

The Everbest Magazine.

The October number of the Everbest Magazine presents timely data regarding electrical subjects, besides containing a little fun. It tells of electrical specialties and machinery offered by the well-known Ewing-Merkle Electric Co., 1106 Pine St., St. Louis, Mo.

Northern Type "S" Motors.

Bulletin 59 has been issued by the Northern Electrical Manufacturing Co., Madison, Wis. It describes the company's Northern type "S" motors; constant and adjustable speed, built open, semi-enclosed or enclosed, for mill and factory service. Photographic views accompany the description.

Manhattan Perforated Metals.

Perforated metals are used in numerous industries, and consequently are manufactured in great quantities. Among the leading manufacturers is the Manhattan Perforated Metal Co., 237 Center St., New York, which is now distributing a leaflet calling attention to and presenting patterns of its perforated metals.

Electric Lamp Literature.

Bulletin No. 3A is being distributed by the Engineering Department, National Electric Lamp Association, 411 Hough Ave., Cleveland, Ohio. It tells about the Gem oval anchored 40 and 80-watt lamps. The department is also issuing Bulletin No. 6C to describe and illustrate tungsten meridian lamps and units.

Oillog—A Perfected Lubricant.

A leaflet is being distributed to tell about the new lubricant called Oillog. This comes in paste form and is being found unusually effective in minimizing friction in machinery. It is made of Acheson graphite and is especially recommended for automobile and other gas engines. The Acheson Oillog Co., Niagara Falls, N. Y., is the manufacturer of Oillog.

Mardi Gras Carnival Calendar.

People will soon be flocking to New Orleans to witness the Mardi Gras carnival, and a folder is now being distributed to tell about the proposed celebration for 1909. This folder is a calendar of the festivities, which begin on January 6. It is being distributed by the New St. Charles Hotel, A. B. Blakely & Co., proprietors, New Orleans, La.

Lead-Covered Telephone Cable.

A booklet on lead-covered telephone cable is now being distributed. It covers the telephone-cable field quite comprehensively, giving attention to the subject of dry-core cable, insulation resistance, electro-static capacity, lead sheath, aerial and underground cable, submarine cable, interior cable, etc. The Western Electric Co., 259 South Clinton St., Chicago, publishes the booklet; New York offices at 463 West St.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., November 4.

The Baltimore stock market continued fairly active during the past week, and after the election showed distinct advances. In the trading United Railways common sold at 10½; do. trust certificates from 10½ to 10¾; do. incomes from 53 to 54¼; do. funding 5s from 80½ to 80¾; United 4s, 85¼ to 86; Consolidated Gas Electric Light & Power preferred, 68 to 70; do. 4½s from 74¼ to 75¾; Consolidated Gas 6s, 103½ to

103¾; Seaboard Company common, 7; do. first preferred, 31; do. second preferred, 13½; Seaboard 4s, 54½ to 56; do. 10-year 5s, 90 to 90¼; do. three-year 5s, 91¼; Consolidated Cotton Duck common, 7 to 7¼; do. preferred, 24½ to 26; Mt. Vernon-Woodberry Cotton Duck 5s, 76 to 77¼; G. B. S. Brewing 1sts, 43 to 43½.

Bank stock sold as follows: First National, 127; Third National, 114; Farmers and Merchants', 48; Western, 34¼.

Maryland Casualty was traded in at 71 to 72; Fidelity & Deposit from 131½ to 135; Continental Trust, 172½; United States Fidelity, 105½.

Other securities were dealt in thus: Houston Oil, 7 to 7½; Baltimore, Sparrows Point & Chesapeake 4½s, 92½ to 92¾; Georgia & Alabama 5s, 90½ to 101½; Richmond Traction 5s, 104; Southern Railway Development 4s, 71½ to 72¾; Baltimore City 3½s, 1928, 98¾ to 98½; do. do. 1930, 98 to 98¾; do. do. 1936, 98; do. 4s, 1926, 102½; Richmond & Danville 6s, 109¾; Bay State Gas, 1½ to 1¾; Western Maryland, 6½ to 7; Anacostia & Potomac 5s, guaranteed, 101½ to 102; Baltimore Electric 5s, 85; Memphis Street Railway 5s, 92¼ to 92½; Norfolk & Carolina 1st 5s, 110¾; Baltimore Electric 5s, 85½; Charleston & Western Carolina 5s, 103 to 106; Georgia Southern & Florida second preferred, 67½ to 65; Northern Central Railway stock, 95; Colorado & Southern refunding 4½s, 88¼ to 80; Florida Southern 4s, 91¾; Maryland Telephone 5s, 91¼; Norfolk Railway & Light stock, 17; Reisterstown Turnpike, 3; Alabama Consolidated Coal & Iron 5s, 82½; Atlanta & Charlotte first extended 4½s, 100¼; Charlotte, Columbia & Augusta 1sts, 107½; Georgia Southern & Florida first preferred, 85; Atlantic Coast Line consolidated 4s, 94½; Macon Railway & Light 5s, 95; West Virginia Central 6s, 104½; Atlantic Coast Line new 4s, certificates, 77 to 77½; Petersburg A 5s, 110½; Charlotte, Columbia & Augusta 2d 7s, 103¼; Atlantic Coast Line of Connecticut, 215; Alabama Consolidated Coal & Iron preferred, 73; Charleston Consolidated Electric 5s, 87; Merchants & Miners' Transportation Co. 4s, 94½.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended
November 4, 1908.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast of Conn.	100	211	225
Georgia Sou. & Fla.	100	14	19
Georgia Sou. & Fla. 1st Pfd.	100	84	85
Georgia Sou. & Fla. 2d Pfd.	100	66	70
Seaboard Company Common	100	7	7½
Seaboard Company 1st Pfd.	100	30	30
Seaboard Company 2d Pfd.	100	13	13¾
United Ry. & Elec. Co.	50	10%	11¼
Western Maryland	50	6%	7%

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank	10	34½	35
Com. & Far. Bk. of N. Y.	100	48	50
Farmers & Mer. Nat. Bank	40	48	48
First National Bank	100	125	127
German Bank	100	103	105
Merchants' National Bank	100	164½	165
National Exchange Bank	100	100	100
National Howard Bank	10	12½	13
National Marine Bank	30	38	38
National Mechanics Bank	10	25	25
National Union Bank of Md.	100	125	125
Third National Bank	100	114	116
Western National Bank	20	34½	35

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
American Bonding Co.	25	50	50
Baltimore Trust & Guarantee	100	300	300
Continental Trust	100	171	172½
Fidelity & Deposit	50	132	132
International Trust	100	118	150
Maryland Casualty	25	72	72
Maryland Trust	100	39	70
Maryland Trust Pfd.	100	85	85
Mercantile Trust & Deposit	50	130	130
Union Trust	50	67	67
U. S. Fidelity & Guaranty	100	105	115

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron	100	34	34
Ala. Con. Coal & Iron Pfd.	100	70	80
Con. Cotton Duck Common	50	6%	7½
Con. Cotton Duck Pfd.	50	25½	27½
Con. Gas, Elec. Lt. & P. Com.	100	22½	22½
Con. Gas, Elec. Lt. & P. Pfd.	100	70	70
Consolidated Coal	100	85	85
G. B. S. Brewing Co.	100	2%	4
Georges Creek Coal	100	73	80

Railroad Bonds.	Par.	Bid.	Asked.
Atlanta & Charlotte Ext. 4½s	100	101	101
Atlantic Coast Line 1st 4s, 1952	100	94½	94¾
Atlantic Coast Line 4s, 1952	100	77½	79
At. Coast Line (Conn.) 4s, 1914	100	79½	80
Atlan. Coast Line (S. C.) 4s, 1948	100	100	100
Balto. & Annap. S. L. 5s	100	97½	97½
Carolina Central 4s, 1949	100	86	86
Charleston & West. Car. 5s, 1946	100	106½	108½
Char. Col. & Aug. Ext. 5s, 1910	100	107½	107½
Char. Col. & Aug. 7s, 1910	100	101½	101½
Columbia & Greenville 1st 6s, 1916	100	109½	112
Florida Peninsular 5s	100	86½	86½
Florida Southern 4s, 1940	100	92	92
Georgia & Alabama 5s, 1945	100	101½	101½
Georgia, Car. & North. 1st 5s, 1929	100	103½	103½
Georgia Pacific 1st 6s, 1922	100	113	113
Georgia Sou. & Fla. 1st 5s, 1945	100	106	106
Kentucky Central 1st 4s	100	96	96½
Maryland & Pennsylvania 4s, 1951	100	92	92
Piedmont, Class A 5s, 1926	100	112	112
Piedmont & Cum. Ext. 5s, 1911	100	97½	97½
Potomac Valley 1st 5s, 1941	100	100	100
Richmond & Dan. Gold 6s, 1915	100	109½	111
Richmond & Mecklenburg 4s	100	83	83
Savannah, Fla. & West. 5s, 1934	100	125	125

Seaboard Air Line 4s, 1950	56	56
Seaboard Air Line 5s, 10-year, 1911	30	30
Seaboard Air Line 5s, 3-year	30	30
Seaboard & Roanoke 5s, 1929	105½	105½
Southern Ry. Con. 5s, 1944	106½	106½
Virginia Midland 2d 6s, 1911	102	102
Virginia Midland 4th, 1921	104½	104½
Virginia Midland 5th 5s, 1926	104	104
Washington & Vandemere 4½s	96	100
Western Maryland 4s, 1952	77	79
West Va. Cen. 1st 6s, 1911	104	104½
Wilmington & Wel. Gold 5s, 1935	110	110

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1949	100½	102	102
Augusta Ry. & Elec. 5s, 1940	96	101	101
Baltimore City Passenger 5s, 1911	101½	101½	101½
Balto. Spar. Pt. & Ches. 4½s	82½	92½	92½
Balt. Trac. (N. Balt. D.) 5s, 1942	113½	113½	113½
Central Ry. Con. 5s (Balt.)	1932	110	110
Charleston Con. Elec. 5s, 1909	87	90	90
Chattanooga Elec. 5s	84½	87	87
City & Suburban 5s (Balt.), 1922	109	109	109
City & Suburban 5s (Wash.), 1948	101	101	101
Knockville Traction 1st 5s, 1928	102	102	102
Lake Roland Elev. 5s, 1942	112	112	112
Macon Ry. & Lt. 1st Con. 5s, 1953	96	96½	96½
Memphis St. Ry. 5s	92½	93½	93½
Newport News & Old P. 5s, 1935	85	96	96
Norfolk Ry. & Lt. 5s	90½	91½	91½
Norfolk St. Ry. 5s, 1944	106	107	107
Richmond Traction 5s	104½	104½	104½
United Railways 1st 4s, 1948	85½	89	89
United Railways Inc. 4s, 1949	54	54	54
United Railways Funding 5s	90½	91	91

Miscellaneous Bonds.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron 5s	83	85	85
Atlanta Gas 1st 5s, 1947	101	101	101
Consolidated Gas 6s, 1910	103½	104	104
Consolidated Gas 5s, 1939	110½	112	112
Consolidated Gas 4½s	91½	91½	91½
Con. Gas, Elec. Lt. & P. 4½s	75½	76½	76½
G. B. S. Brewing 1st 4s	42½	43½	43½
G. B. S. Brewing Inc. 4s	12	15	15
Mt. Vernon & Woodby Cot. Duck 5s	77½	77½	77½
United Elec. Lt. & Power 4½s	92	92	92

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending November 2.

Abbeville Cotton Mills (S. C.)	Bid.	Asked.
Alken Mfg. Co. (S. C.)	75	82
American Spinning Co. (S. C.)	145	150
Anderson Cotton Mills (S. C.)	79	79
Aracoma Mills (S. C.)	90	90
Arkwright Cotton Mills (S. C.)	100	118
Augusta Factory (Ga.)	65	79
Avondale Mills (Ala.)	110	125
Belton Mills (S. C.)	112	122
Brandon Mills (S. C.)	125	125
Cabarrus Cotton Mills (N. C.)	120	130
Chadwick Mfg. Co. (N. C.) Pfd.	105	108
Chiquola Mfg. Co. (S. C.)	125	125
Clifton Mfg. Co. (S. C.)	105	105
Clifton Mfg. Co. (S. C.) Pfd.	99	108
Clinton Cotton Mills (S. C.)	105	105
Columbus Mfg. Co. (Ga.)	97	97
Courtenay Mfg. Co. (S. C.)	90	95
Dallas Mfg. Co. (Ala.)	90	95
Darlington Mfg. Co. (S. C.)	70	76
Converse Co., D. E. (S. C.)	112	112
Drayton Mills (S. C.)	100	100
Eagle & Phenix Mills (Ga.)	120	137
Esley Cotton Mills (S. C.)	145	150
Enoree Mfg. Co. (S. C.)	69	69
Enoree Mfg. Co. (S. C.) Pfd.	69	100
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	240	240
Gaffney Mfg. Co. (S. C.)	65	70
Gainesville Cotton Mills (Ga.)	48	48
Granby Cot. Mills (S. C.) 1st Pfd.	45	45
Graniteville Mfg. Co. (S. C.)	100	105
Greenville Cotton Mills (S. C.)	80	80
Grendel Mills (S. C.)	118	118
Hartsville Cotton Mill (S. C.)	125	125
Henrietta Mills (N. C.)	100	105
Inman Mills (S. C.)	105	110
Lancaster Cotton Mills (S. C.)	110	125
Lancaster Cot. Mills (S. C.) Pfd.	91	96
Langley Mfg. Co. (S. C.)	91	96
Laurens Mills (S. C.)	148	148
Limestone Mills (S. C.)	141	141
Lockhart Mills (S. C.)	85	85
Lockhart Mills (S. C.) Pfd.	97	97
Loray Cotton Mills (N. C.) Pfd.	80	80
Marlboro Cotton Mills (S. C.)	80	80
Mills Mfg. Co. (S. C.)	100	100
Molokah Mfg. Co. (S. C.)	92	100
Monaghan Mills (S. C.)	115	115
Monarch Cotton Mills (S. C.)	95	98
Newberry Cotton Mills (S. C.)	145	145
Ninety-Six Cotton Mills (S. C.)	110	110
Norris Cotton Mills (S. C.)	120	120
Odel Mfg. Co. (N. C.)	90	90
Olympia Cotton Mills (S. C.)	68	68
Orr Cotton Mills (S. C.)	104	104
Pacolet Mfg. Co. (S. C.)	160	160
Pacolet Mfg. Co. (S. C.) Pfd.	97	100
Pelzer Mfg. Co. (S. C.)	168	168
Piedmont Mfg. Co. (S. C.)	175	180
Poe Mfg. Co. (F. W. (S. C.))	120	124
Saxon Mills (S. C.)	122	125
Shiley Mfg. Co. (Ga.)	62	62
Spanish Mills (S. C.)	125	140
Trion Mfg. Co. (Ga.)	132	140
Tuacapa Mills (S. C.)	200	200
Union-Buffalo (S. C.) 1st Pfd.	69	69
Victor Mfg. Co. (S. C.)	120	130
Warren Mfg. Co. (S. C.)	92	93
Warren Mfg. Co. (S. C.) Pfd.	100	100
Washington Mills (Va.)	25	25
Washington Mills (Va.) Pfd.	100	110
Whitney Mfg. Co. (S. C.)	135	135</

ganized by W. E. McDougle, C. E. Cotton, S. E. McNeely, F. F. Manley, W. B. Dickson, W. C. Hall, W. G. Green, W. E. Goodson and G. W. Stepp.

Broadway, N. C.—Reports state that a bank is to be established with Henry Greenway, president; Jim Wrenn, vice-president, and R. G. Cawthorn, cashier.

Bokchito, Okla.—The Bokchito State Bank has been incorporated with \$10,000 capital by S. T. Bentley and D. C. Thornton of Bokchito, B. A. McKinney and James R. McKinney of Durant.

Burnet, Texas.—The First State Bank has been granted a charter; capital \$20,000. The incorporators are W. W. Taylor, W. C. Galloway, A. R. Johnson, Jr., and others.

Carlsbad, Texas.—It is reported that a State bank capitalized at \$10,000 is to be established. George C. Elker is said to be the principal promoter.

Charleston, S. C.—The Continental Building and Loan Association has organized by electing the following officers: R. G. Rhett, president; H. C. Hughes, vice-president; T. T. Hyde, secretary and treasurer; directors, Hon. R. G. Rhett, Horatio C. Hughes, A. R. Rugheimer, E. W. McIver and Hon. R. S. Whaley.

Charlestown, W. Va.—The Charlestown and Summit Point Building and Loan Association has been granted a charter; capital \$124,930. W. O. Norris and others are the incorporators.

Creelsboro, Ky.—The Creelsboro Deposit Bank is reported organized with \$15,000 capital by local parties, and business is expected to begin soon with C. W. Stuart, formerly of Burnside, as cashier.

Custer, Okla.—The People's State Bank has been granted a charter; capital \$15,000. The incorporators are C. O. and R. B. Leeka of Custer, Charles W. Brewer of Arapaho, Okla., and A. D. Kloppenstein of Clinton.

Cushing, Okla.—The Cushing State Bank, capital \$10,000, has been authorized to begin business with W. E. Berry, president; E. C. Mullindore, vice-president, and E. J. Blank, cashier.

Dallas, Texas.—The Southwestern Savings & Home Purchasing Co. has been incorporated with \$1000 capital by Asbury F. H. Dukes, Ernest Bowman and H. Graham Bowman.

El Dorado, Ark.—The Union Title & Abstract Co. has filed articles of incorporation; capital \$9000. The incorporators are Neill C. Marsh, Aylmer Flenniken, J. J. Hudson, W. I. Bell and W. M. Bellott.

Greensboro, N. C.—The Gate City Mutual Life & Health Insurance Co. has been organized and chartered. The officers are J. F. Thompson, president and general manager; W. L. Carter, vice-president and agency director; Charles G. Burton, secretary and treasurer; Dr. Panon Jarboe, medical director.

Hugo, Okla.—The First State Bank has been incorporated with \$15,000 capital by E. L. Dewitt, C. Gamble, J. W. Chester, all of Hugo; L. D. Schoemaker of Wilburton. The officers are: President, J. W. Chester; vice-president, C. Gamble; cashier, E. L. Dewitt.

Huntersville, N. C.—The Bank of Huntersville, it is stated, will begin business about December 1 with the following directors: President, J. T. Choat; vice-president, W. J. Ransom; cashier, C. F. Cline; J. McHolbrook, J. T. Mayberry, J. W. Montieth and J. J. McRaven.

New Orleans, La.—The Louisiana Title Co., Ltd., has filed articles of incorporation; capital \$2,500,000. The incorporators are J. V. Stiefvater, William M. Geary, Thomas D. Flynn, J. B. Vignes and Charles J. Stewart.

New Orleans, La.—The Security Real Estate & Mortgage Co., capital \$25,000, has filed articles of incorporation. The

officers are Roy P. Woodford, president; E. D. Friedrichs, vice-president, and P. M. Lambremont, secretary-treasurer.

Newport, Ark.—The Farmers' Bank of Newport is reported to have begun business. John F. Rutherford is president.

Somerville, Tenn.—The Somerville Building and Loan Association, capital \$100,000, has been granted a charter. The incorporators are E. A. Maddox, A. P. Hobson, W. T. Loggins, W. M. Pierce, M. R. Henley, F. Goosman, H. W. Lipsky, J. A. Watson, J. C. Leach, R. L. Day, W. M. Mayor.

Statesville, N. C.—The Commercial National Bank, capital \$100,000, has been approved. D. M. Ansley, W. D. Turner, W. B. Mills, E. Morrison, H. A. Yount and C. M. Steele are the organizers.

Tablequah, Okla.—The First State Bank has been granted a charter; capital \$15,000. The incorporators are R. H. Couch, W. H. Talley, Waddie Hudson, Ed Sharp and L. C. Ross. Officers: President, C. Ross; vice-president, R. H. Couch; cashier, W. C. Holt.

Tishomingo, Okla.—The Tishomingo State Bank, capital \$10,000, has been granted a charter. The incorporators are T. G. Bengel, J. G. Buchanan, R. P. Smith, Alex. Gullett and Charles A. McCall.

New Securities.

Abbeville, Ga.—On November 10 an election will be held to vote on \$40,000 of 5 per cent. 30-year improvement bonds. W. R. Googe is Mayor.

Alexandria, La.—W. B. Turner, Mayor, writes the MANUFACTURERS' RECORD confirming the report that the bonds for City Hall have been sold to Coffin & Crawford of Chicago, Ill.

Angleton, Texas.—Brazoria county 5 per cent. 20-40-year drainage bonds amounting to \$120,000 have been approved by the Attorney-General.

Athens, Texas.—The Attorney-General has approved \$890 of 5 per cent. 15-20-year Henderson county common school district bonds.

Barstow, Texas.—Bids will be received until 9 A. M. November 14 by T. B. Anderson, chairman drainage commissioners, for \$50,000 of drainage bonds.

Basic City, Va.—Lawrence Barnum & Co., New York, are reported to have been awarded \$25,000 of 6 per cent. 10-30-year water, light, sewer and street bonds at 100.25.

Beaumont, Texas.—The city was voted \$50,000 of 5 per cent. 20-40-year wharf bonds.

Blacksburg, S. C.—It is reported that the question of holding an election to vote on \$15,000 of 20-year bonds to retire school securities and establish electric-lighting plant is being agitated.

Blakely, Ga.—Reports state that an election will be held November 10 to vote on \$25,000 of 5 per cent. 1-35-year ditch bonds. M. T. Chipstead is Mayor.

Roydton, Va.—Bids will be received by the Board of County Supervisors until noon November 9 for \$60,000 of 5 per cent. Mecklenburg county road-improvement bonds.

Branchville, S. C.—Local parties have purchased at par \$3000 of 5 per cent. 20-year building bonds of school district No. 18.

Charleston, S. C.—Bids will be received by J. O. Lea, city treasurer, until noon December 1 for \$492,500 of 4 per cent. 30-year refunding bonds.

Chattanooga, Tenn.—Arrangements are being made, it is reported, to sell \$900,000 of 4½ per cent. 30-year water-works bonds.

Clarksdale, Miss.—Seymour Bros. are reported to have purchased \$55,680.84 of Hobson bayou drainage bonds. The \$25,509.56 Fishing bayou drainage bonds were

not sold, but it is stated they will be submitted to private bidders within a few days.

Corpus Christi, Texas.—The city has voted \$37,500 of water-works bonds.

Covington, Ga.—John W. Dickey, Augusta, Ga., has been awarded at \$663 premium \$60,000 of 5 per cent. 30-year water and sewer bonds.

Denton, Texas.—Local reports state that the Attorney-General failed to approve the \$12,500 of sewer bonds recently voted, the bonded debt of the city being above the limit.

Douglas, Ga.—The MANUFACTURERS' RECORD is informed that bids will be received until November 20 for \$20,000 of school and \$15,000 of light and water 5 per cent. 30-year bonds. J. W. Quincey is Mayor.

Dublin, Texas.—An issue of \$3000 of 5 per cent. 10-30-year street-improvement bonds has been approved by the Attorney-General.

East Point, Ga.—The city has voted \$85,000 of bonds as follows: Water-works, \$50,000; sewerage, \$20,000, and electric lights, \$15,000.

Enid, Okla.—The election to vote on \$125,000 of water and \$125,000 of sewer 5 per cent. bonds is to be held December 1.

Glen Rose, Texas.—The Attorney-General has approved \$1950 of 5 per cent. 10-40-year Somervell county bridge-repair bonds.

Hereford, Texas.—The city is reported to have sold an issue of sewer bonds.

Houston, Texas.—Local reports state that the Mayor has given authority to sell the \$700,000 of bonds recently voted.

Kilmichael, Miss.—An election recently held to vote on \$9000 of school-building bonds failed to carry.

Lafayette, Ga.—The MANUFACTURERS' RECORD is informed that owing to a defect in the city charter in regard to issuing bonds, the election for the water and electric bonds has been indefinitely postponed. T. A. Jackson is Mayor.

Lindsay, Okla.—Steps have been taken, it is reported, toward calling an election to vote on \$40,000 of water and light bonds.

Longview, Texas.—An issue of \$1500 of 5 per cent. 10-40-year water-works repair bonds has been approved by the Attorney-General.

Marshall, Texas.—Reports state that the Attorney-General has approved \$19,000 of 10-40-year water-works improvement bonds; also \$40,000 of 5 per cent. 10-40-year street-paving bonds.

Marceline, Mo.—It is reported that an election is to be held November 7 to vote on \$50,000 of water-works bonds.

Marlow, Okla.—Reports state that an election is to be held to vote on \$25,000 of school district building bonds.

Memphis, Tenn.—An ordinance has been passed by the City Council authorizing an issue of \$1,009,000 of 4 per cent. water bonds, and it is stated the city register has been instructed to ask bids.

Mineo, Okla.—An issue of \$15,000 of school district building bonds has been voted.

Monroe, Ga.—J. B. McCrary & Co. of Atlanta are reported to have purchased \$20,000 of the \$30,000 of 5 per cent. sewer bonds offered September 24.

New Madrid, Mo.—Bids will be received until 1 P. M. October 31 by S. R. Hunter, Jr., county treasurer, for \$11,176.20 of drainage district No. 14. New Madrid county, ditch bonds.

Norcross, Ga.—An election is to be held November 12 to vote on \$5000 of 5 per cent. 30-year electric-light bonds.

Osceola, Ark.—The city has sold, it is stated, \$25,000 of 6 per cent. 20-year water-works bonds.

Pascagoula, Miss.—An election is to be

held December 1 to vote on bonds for water-works.

Perry, Okla.—The Speer-Dow Company is reported to have purchased \$30,000 of 6 per cent. refunding bonds.

Pocahontas, Va.—The MANUFACTURERS' RECORD is informed that bids will be received until 8 P. M. November 30 for \$60,000 of 6 per cent. 30-year bonds. W. W. Brenaman is recorder.

Radford, Va.—The city has voted \$7000 for a light and power substation in the West ward.

Ramona, Okla.—The State Auditor has registered \$40,000 of bonds of school district No. 16, Washington county.

Richmond, Va.—Bids will be received until noon November 17 by Edward J. Warren, city auditor, for \$251,700 of 4 per cent. 24-year refunding bonds.

Ronoke, Va.—The question of issuing \$600,000 of street-improvement bonds is reported under consideration.

Rogersville, Tenn.—The sale of \$40,000 of Hawkins county road bonds to the Phoenix Bank of Chicago has been ratified by the county court. The bonds are the first of a series of \$160,000 to be issued for road improvements.

San Antonio, Texas.—Reports state that \$45,000 of 5 per cent. 20-40-year improvement bonds of district No. 7 have been sold as follows: Herman Sons' Lodge, \$20,000; private parties, \$25,000.

Sapulpa, Okla.—Reports state that \$15,000 of bonds recently voted have been sold at 102.05.

Seabree, Ky.—On November 3 an election will be held to vote on \$13,500 of 3 per cent. water-system bonds.

Sherman, Texas.—It is now stated that A. B. Leach & Co. of Chicago was awarded at a premium of \$151 the \$14,000 of light and \$14,000 of water 4½ per cent. bonds, and not MacDonald, McCoy & Co. of Chicago, as previously reported, the latter company's bid having been rejected on account of not having been received at the specified time.

Snyder, Texas.—The Attorney-General has approved \$70,000 of 4 per cent. 10-40-year Scurry county courthouse bonds.

Spartanburg, S. C.—The remaining \$44,000 of the \$230,000 of water-works bonds have been sold as follows: Security Trust Co. of Spartanburg, \$40,000; John B. Cleveland, \$4000.

Springfield, Mo.—The \$10,000 of expense bonds are reported sold.

Thomson, Ga.—An issue of \$25,000 of school bonds has been validated.

Tyler, Texas.—The comptroller's department has registered \$160,000 of 4 per cent. 10-40-year courthouse bonds.

Vernon, Ga.—An election held in Montgomery county to vote on \$35,000 of bridge bonds failed to carry. J. C. Calhoun is county judge.

Vernon, Texas.—The \$15,000 of water-works, \$10,000 of sewerage, \$10,000 of school and \$5000 of City Hall bonds recently voted are 3-25-year 4 per cents.

Weatherford, Texas.—The city has voted \$25,000 of water and light bonds.

Wallisville, Texas.—An election is to be held November 14, it is stated, to vote on \$50,000 of Chambers county road bonds.

Wichita Falls, Texas.—The Attorney-General has approved \$12,000 of sewer and \$3500 of City Hall 5 per cent. 10-40-year bonds.

Wilmington, N. C.—Bids will be received until November 23 by D. McEachern, chairman, for \$50,000 of 4½ per cent. 30-year New Hanover county road-improvement and bridge-building bonds.

Wilmington, N. C.—It is reported that \$400,000 of 40-year water-works bonds on a 4½ and 5 per cent. basis are to be re-advertised.

[For Additional Financial News, See Page 78.]

\$25,000

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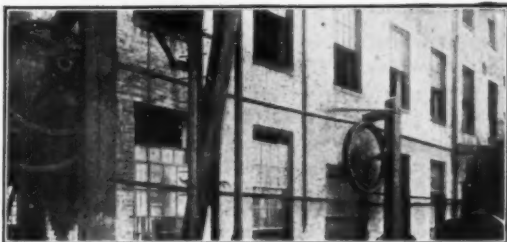
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CHARLES W. DORSETT, Vice-Pres.
R. VINTON LANSDALE, Cashier.

Accounts of Mercantile Firms, Corporations, Banks, Bankers and Individuals Invited.

MARYLAND TRUST COMPANY

BALTIMORE, MD.

CAPITAL.....\$2,000,000

OFFICERS.

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Carroll Van Ness.....Treasurer
Jervis Spencer, Jr.....Asst. Secretary
Ivan Skinner.....Asst. Secretary

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OF BALTIMORE

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Surplus.....\$5,948,449
Deposits.....\$7,900,000
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At Douglas, Ga., bids will be received until November 20 for \$20,000 of school and \$15,000 of light and water 5 per cent. 30-year bonds. Further particulars will be found in the advertising columns.

At Iva, S. C., \$10,000 of 6 per cent. 20-year school-building bonds are being offered for sale. Further particulars will be found in the advertising columns.

At Pocahontas, Va., bids will be received until 8 P. M. November 30, 1908, for \$60,000 of 6 per cent. 30-year bonds. Further particulars will be found in the advertising columns.

At Vicksburg, Miss., bids will be received until 8 P. M. November 16 for \$225,000 of 4½ per cent. 1-20-year coupon bonds. Further particulars will be found in the advertising columns.

Financial Notes.

The name of the Norfolk Dime Savings Bank of Norfolk, Va., will, it is reported, be changed to the Norfolk City Bank, Inc.

Reports state that the Wilson County Bank at Lebanon, Tenn., is to be reorganized as a national institution with \$50,000 capital.

A statement covering the period from December 11, 1907, to September 23, 1908, shows an increase in deposits in State banks amounting to \$7,735,612.

Reports state that the Bank of Mt. Pleasant at Mt. Pleasant, Tenn., is to be converted into a national institution known as the First National Bank.

The Oceanic Accident & Guaranty Co., Ltd., of London is reported to have filed bond with the State auditor for the purpose of doing business in Arkansas.

It is reported that the Harris County Savings Bank at Houston, Texas, has amended its charter, changing its name to the Harris County Bank & Trust Co.

It is reported that the Bank of Scottsboro and the First National Bank, both at Scottsboro, Ala., have been consolidated, and that business is now being conducted in the First National's building. J. W. Gay is cashier.

The statement of the City Bank & Trust Co. of Mobile, Ala., at close of business October 21, 1908, shows capital, surplus and undivided profits amounting to nearly \$1,000,000, the capital being \$500,000, surplus \$350,000 and undivided profits \$143,221. E. J. Buck is president and Geo. A. Tonsmeire cashier.

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